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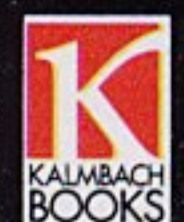
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Editorial

Things certainly seem to be getting into the swing as far as all the new releases for 1999 go. As you will see in this edition we have a massive listing of kits due in the coming months, and there are a few surprises! It never ceases to amaze me the number of rumours that are making their way around our hobby. If you look on the Internet for example, you will find that every aircraft ever made is due in every scale from one manufacturer or another! It is certain that a number of these are true but a lot of those that actually happen are just coincidence. For instance, one of the most recent rumours was of a Fairey Swordfish by Tamiya in 1/48th scale, and an SM.79 from the same company. Well, the first seems to have been confirmed at Nuremberg, but I am afraid that the latter seems to be a bit of a joke from a group in Italy who saw some Japanese tourists photographing and measuring the preserved example in the Italian Air Force Museum. Another example of 2+2=7 I fear!

Things as far as this title goes are moving along nicely and I think that the move to 80 pages a month has pleased a lot of our readers. A few issues ago I wrote about how certain people felt modelling magazines were no more than a 'catalogue' - Phew did I let the floodgates open there, and not as I had expected. The response I got was all in favour of what we did, and the only complaint I received was quickly rescinded once we went to 80 pages. My reasoning behind the initial comments were to show that making a magazine like this every month is a fine balance, and you will never please

everyone. I recall living in deepest

Wiltshire as a teenager and having no idea of what was available to me as a modeller. Once I started work and had money I subscribed to a modelling magazine and - wow! Suffice to say I have always felt that a modelling title like this should offer a lot of news and reviews as well as a good mix of modelling features. Last month's edition was an historic one for me, as I achieved a goal that I had had for a long time. This was that the edition had main features in all three 'main' scales, namely 1/72nd, 1/48th and 1/32nd. It is my intention to carry this formula on in future editions and at this point I would like to thank all my contributors for their excellent work, and to welcome new names like Joel M. Hamm and Prof Steve J. Corvi from the USA, and Kenneth Clapham over here in the UK. What I still require though are more model makers who work in 1/72nd scale. The subjects are no real problem, as this scale has always had a mass of kits available. If you feel that you fit into this category, and would like to contribute to Scale Aviation Modeller International, then please drop me a line at the editorial address, or Email me at SAMed@compuserve.com.

A final point before I go is that a four-page Index for Volume 4 of SAMI is now available from us for just £1.00.

Well, let's get on with the news, reviews and features and stop using up space on this valuable contents page (or the Production Team will start moaning again!).

Richard A. Franks

Editor

News & Reviews

244... News Update

A slightly shorter look at some of the modelling news from around the world

247... Previews

Our initial look at the new kits we have received for review

248... Reviews

A selection of the most recent kits, built by the Review Team

265... Accessories

An assessment of recent products from True Details, POMK, ARBA Products, Tom's Modelworks, Copper State Models and CREATE 301

268... Decals

The latest sheets from Leading Edge, Copper State, Belcher Bits, Bare Metal Foil, KommanDeur, Third Group and AeroMaster

298... New Kit Listing 1999

A special preview of what kits are due for release in 1999

296/315... Advance Preview

We take a look at the new 1/72nd scale Grumman F-14D Tomcat Plus due from Revell® and the first of two Sopwith 1½ Strutters in 1/72nd scale from Toko

Regulars

312... **The Bookshelf** - including News Update

316... **Clubs & Societies**

316... **Advertisers' Index**

317... **Forthcoming Events & Events Diary**

317... **Readers' Classified Advertisements**

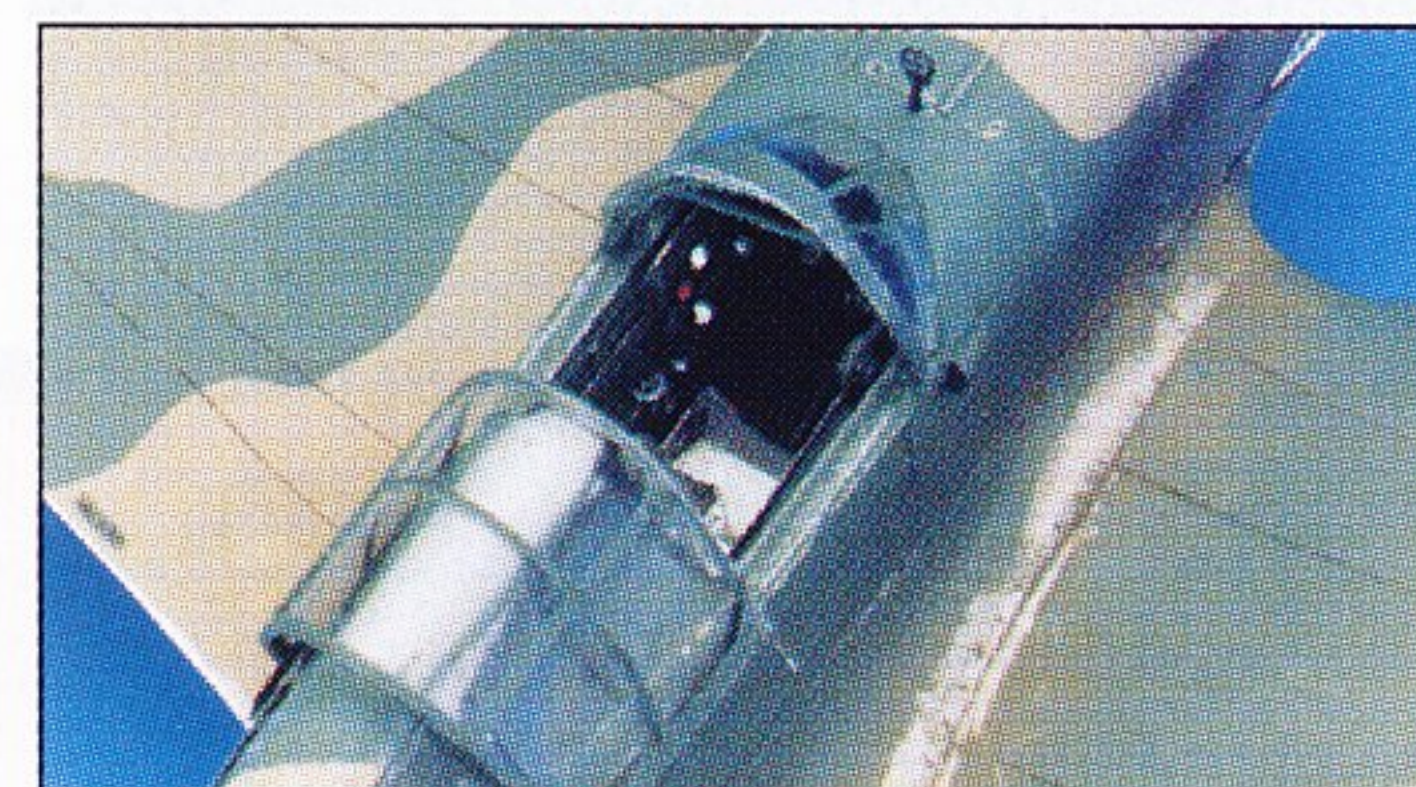


Cover: Curtiss P-40 'Tiger', built by Paul Lawson. See page 274.

Features

274... Tiger's Tale

Paul Lawson builds the 1/32nd scale Curtiss P-40 from CraftWorks



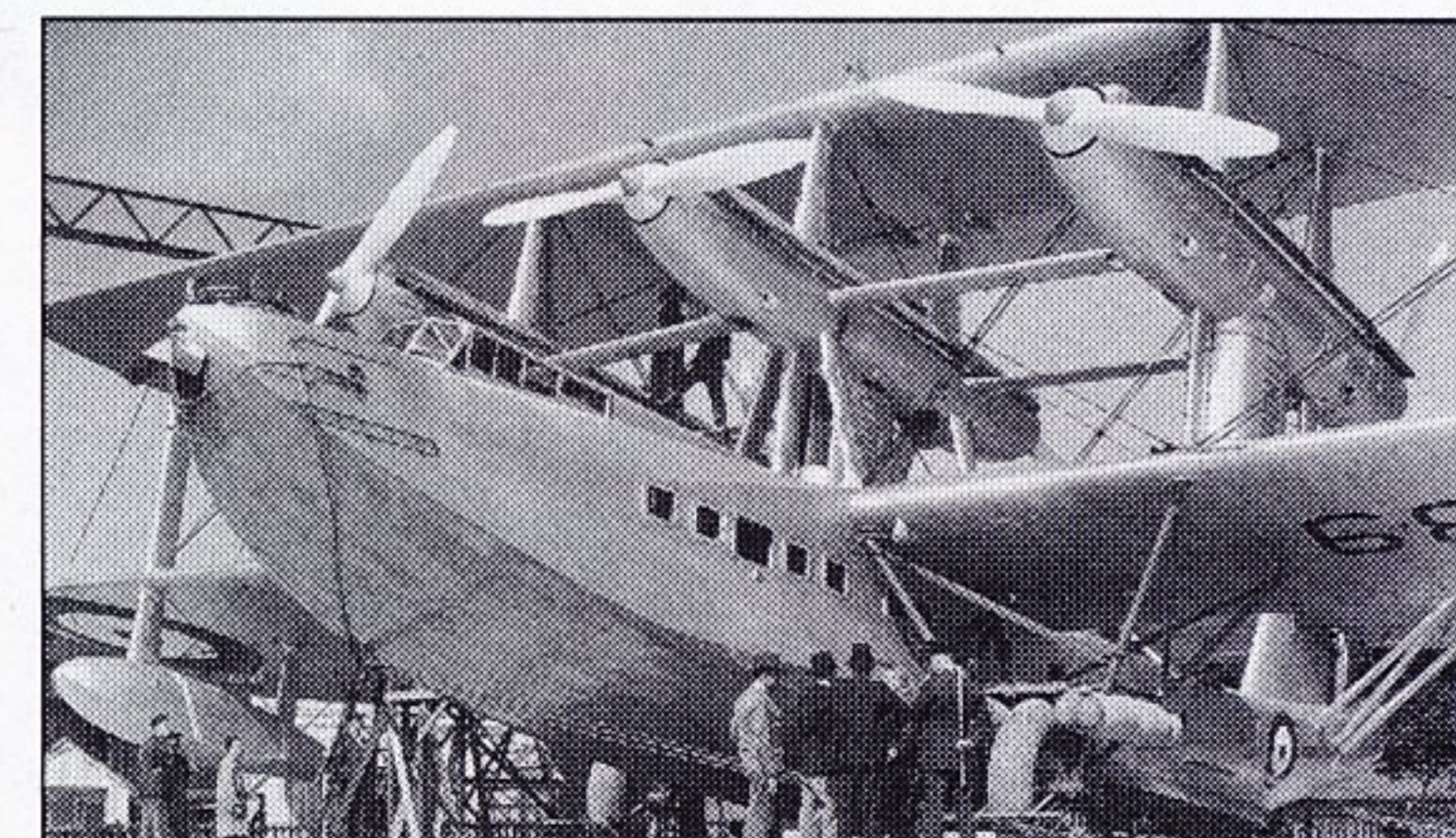
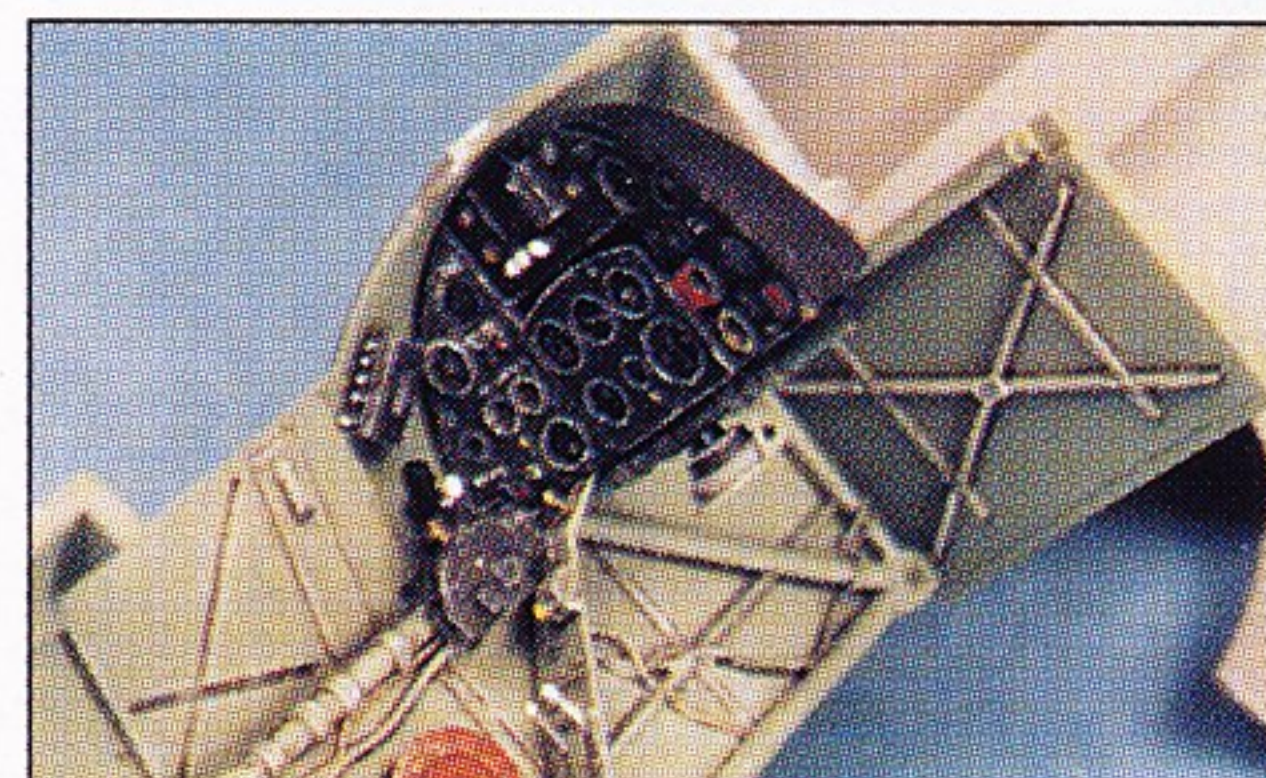
282... Macchi's Magnificent Lightning

Richard J. Caruana takes a look at the Macchi C.202 Folgore and includes a mass of excellent colour artwork and scale plans



290... Typhoon Reiteration

The new 1/48th scale 'car door' Typhoon from Hasegawa is combined with an update set from Jaguar in a review by David Batt

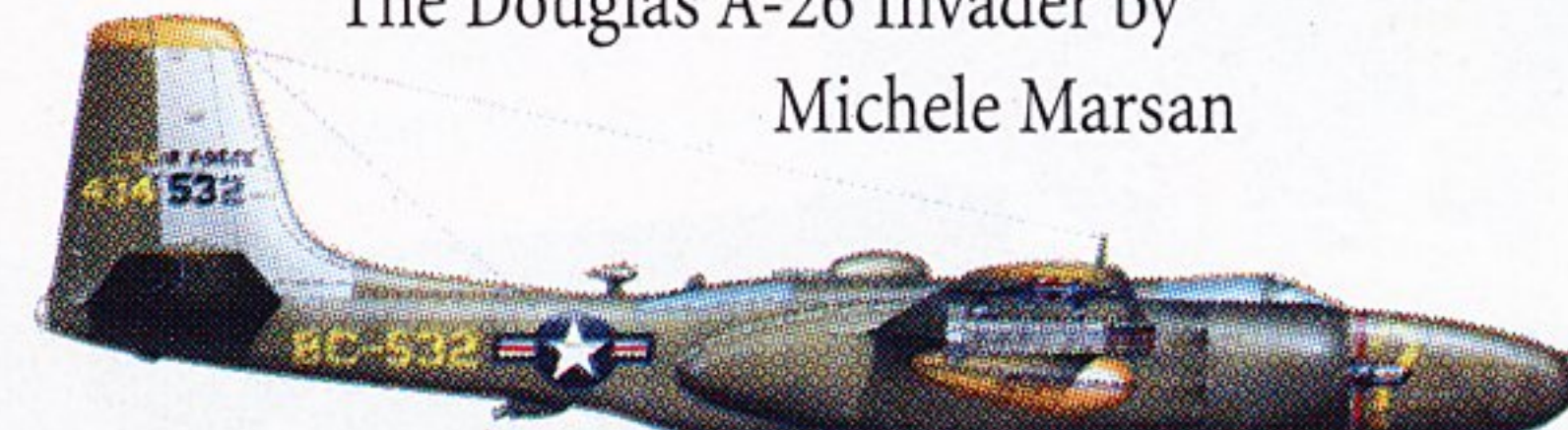


302... Ship me somewhere east of Suez...

Harry Woodman offers a selection of photographs on the gorgeous flying boats operated by the Empire during the 1920's and '30's

305... Aero Feature

The Douglas A-26 Invader by Michele Marsan



310... Ryan PT-16/20

Joel M. Hamm takes considerable time and effort building and updating the 1/72nd scale kit of this classic American trainer by Beechnut



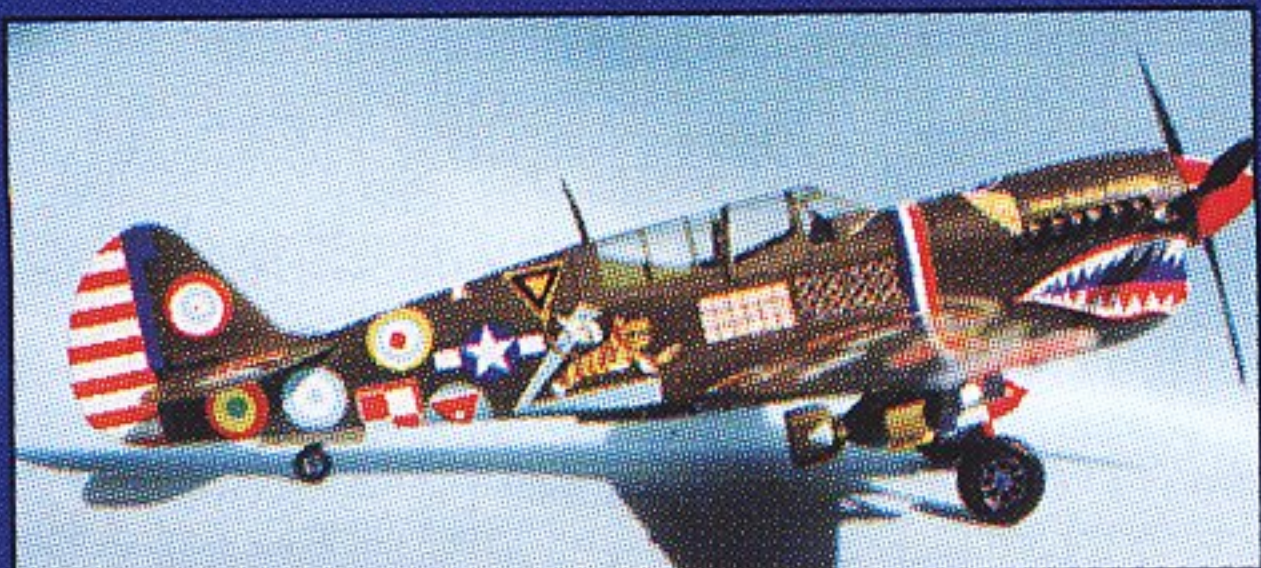
News Update

Create 301



1/48th

This is a new name to us, but apparently this Japanese firm have been producing some stunning resin and metal conversion and update sets for the entire Mitsubishi A6M Zero series.

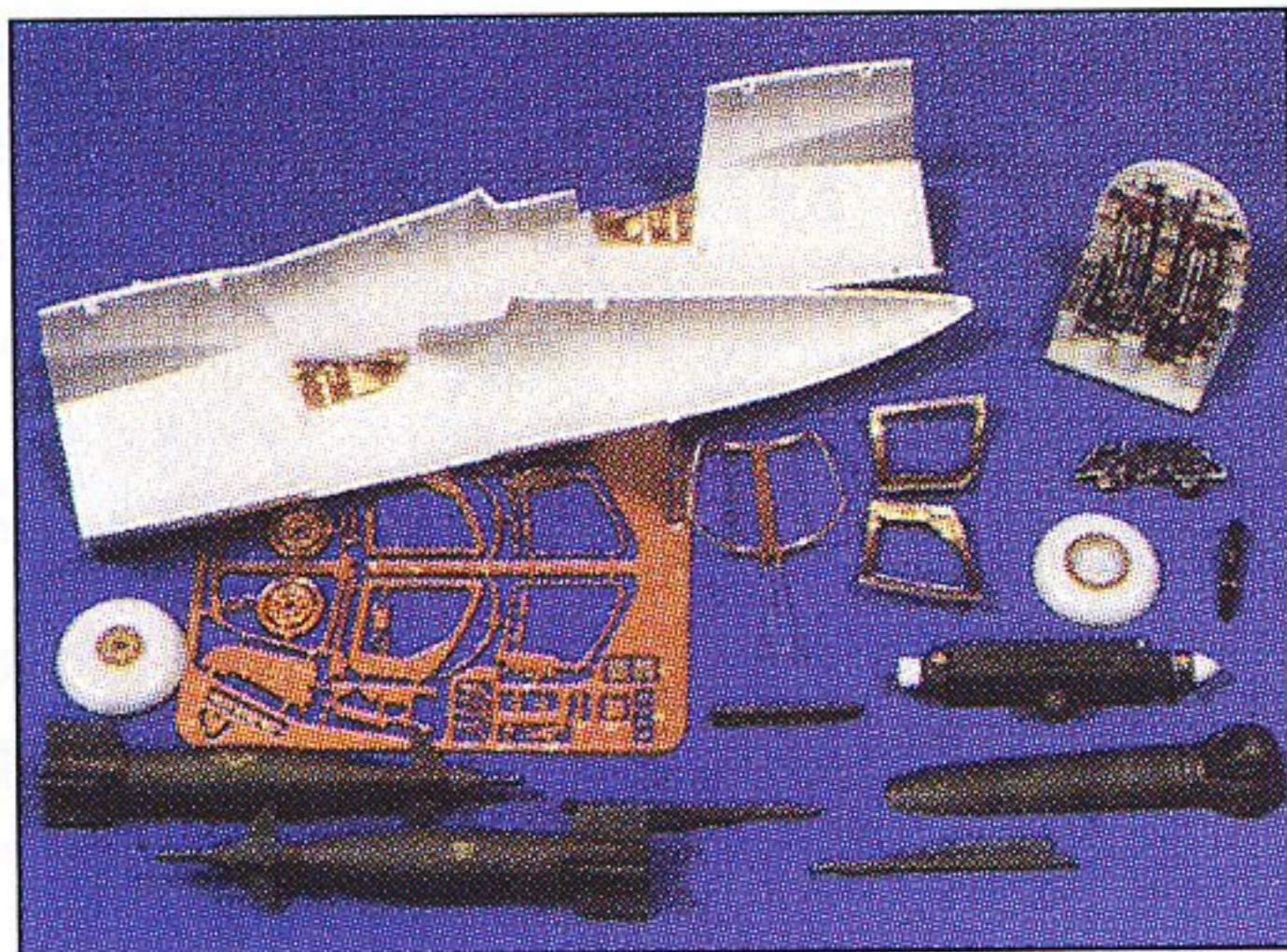


Their latest product however is the specially marked Curtiss P-40N which marked the completion of the 15,000th airframe. The kit is in fact the excellent Mauve example, but it comes with the mass of national insignia applied to the type. The price for this kit is currently listed at ¥5,100

For more details contact:
CREATE 301, P.O. Box 52, Yaizu-City,
Shizuoka 425-869, Japan.
Fax: 001 82 54 629 9495

This month's News Update is somewhat shortened, as a lot of the information usually in this section is covered in 'New Kit Listing 1999' on pages 298 to 301.

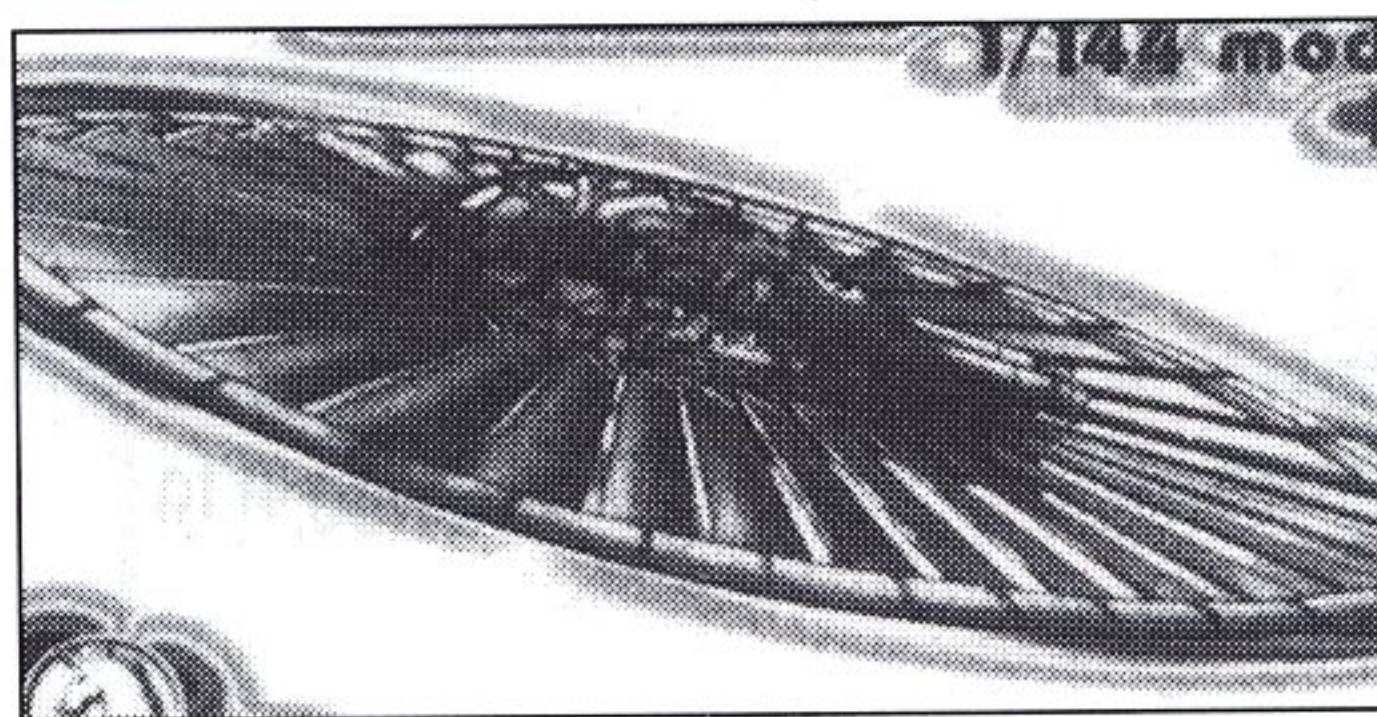
Verlinden



1/48th

An update set containing resin and etched brass detail parts has been released by Verlinden for the Academy F-111F. The set includes a complete new cockpit interior, plus some additional underwing stores.

Unicraft



1/144th

The latest resin kit from this manufacturer is the BMW 'Flugelrad I' WWII Luftwaffe flying disc!

Sharkit

1/72nd

The latest resin kit from this company is the Horten XVIII 'Fernbomber'. This massive delta still equates to a 57cm wingspan even in 1/72nd scale, and that's probably why the UK price is £40.00.

Harold Bickford Models



F7U-1 Cutlass

1/96th

A new name to us, this American source is listing a resin kit of the Vought F7U-1 Cutlass and it retails for \$25.00.

For more details write to:
RR 1 Box 79, Auburn,
NE 68305-9733, USA

Kendall Model Company Inc

KMC inform me that due to their commitment to the production of the new mixed media kit of the Boeing 727-200 in 1/72nd scale, they will be taking the opportunity to stop their resin accessory production for a few months. This will allow KMC to undertake some redesign work before starting resin accessory production back up, hopefully in the late summer. As a number of their products will also become obsolete at this time, I would advise you all to get what you want now.

Supermodel



AERMACCHI MB-339 A-PAN



1/72nd

The long-awaited injection moulded plastic kits of the Aermacchi MB 339 are due for release in April, although we believe that examples were in Europe in late February!. Three versions will be produced, The MB 339 in 'Frecce Tricolori' colours, the MB 339A and the MB 339K. The UK prices for these kits has been announced at just £6.00.

DELETED FOR 1999

DELETED
What follows is a list of all the kits which have been deleted from each manufacturers listings for 1999.



Airfix

1/72nd

'All in One' set
94027 Panavia Tornado
95013 Grumman F-14A Tomcat
'The Historic Collection'
9514 WWII Fighter Classics
02023 Grumman F-6F-3/5 Hellcat
02054 Vought F4U-1D Corsair
02097 AW Seahawk
04007 Savoia Marchetti SM79
05005 Boeing B-17G
05011 Douglas A-26B/C Invader
05015 McDD F-15A/B Eagle
05023 Mil Mi-24 Hind A/D
06010 Consolidated B-24J Liberator

1/48th

'Premier Collection'
97105 Supermarine Spitfire F.22/24
07104 Sepecat Jaguar GR.1A
H.S. Buccaneer S.2B
H.S. Buccaneer S.2, S.2C, S.2D & S Mk 50



Hasegawa

1/400th

ML1 Boeing 747-400 'Japan Airlines'
ML2 Boeing 747-400 'All Nippon Airways'
ML3 Boeing 747-400 'Virgin Atlantic'
ML5 DC-10 'Japan Airlines'
ML6 DC-10 'JAS'
ML7 Boeing 747-400 'Lufthansa'
ML8 Boeing 747-400 'Air France'
ML9 Boeing 747-400 'KLM'
ML10 Airbus A300-600R 'JAS'
ML11 Airbus A340 'Virgin Atlantic'
ML12 Boeing 747-300 'Japan Airlines'
ML13 Airbus A340 'Lufthansa'
ML14 Airbus A320 'All Nippon Airways'
ML15 Airbus A320 'All Nippon'

1/200th

MX1 DC-3 'All Nippon Airways'
MX2 Kawasaki C-1 'Charlie One'
MX3 Kawasaki C-1 'Ske Version'
MX4 C-47 Skytrain
MX6 Showa L2D Type 0 Transport
LT19 Boeing 747-400 'Air France'
LL1 L-1011 Tristar 'All Nippon Airways'
LL2 DC-10-40 'Japan Air Lines'
DC-10-30 'JAS'

1/72nd

AP4 Focke Wulf Fw 190F-8
AP5 Focke Wulf Fw 190A-8 'Nacht Jager'
AP7 Focke Wulf Fw 190A-5
AP8 Messerschmitt Bf 109E-3
AP9 Messerschmitt Bf 109E-4/7
AP11 P-51B Mustang
AP12 P-51C Mustang 'Yellow Tail'
AP21 P-51K Mustang
AP25 FM-1 Wildcat
AP26 F4F-3 Wildcat 'Yellow Wing'
AP28 Polikarpov I-16 Type 24
AP29 SBD-3 Dauntless
AP32 SBD-6 Dauntless 'Ace of Spades'
AP33 TBF/TBM-1C Avenger
AP39 Hawker Hurricane Mk IIC 'Last of the Many'
AP42 Spitfire Mk IX
AP45 F2A-2 Buffalo 'US Navy'
AP50 Messerschmitt Me 262B-1a/U1
BP1 J-35F Draken

BP3 J-35J Draken (Swedish)
BP4 F-86D 'JASDF'
BP7 A-1H Skyraider 'US Air Force'
NP2 Kawanishi E7K1 Type 94 Alf
NP3 Mitsubishi G4M1 Betty
NP7 Mitsubishi Ki-15-I Babs
NP8 Mitsubishi Ki-51 Sonia
NP9 Nakajima Ki-27 Nate
QP1 Mitsubishi MU-2A
QP2 Fuji T-1A
QP3 T-33A Shooting Star
QP4 Mitsubishi MU-2J
QP5 Fuji T-3
ET2 F/A-18D Hornet
ET3 AH-64 Apache Longbow
KT1 F-15E 'Seymour Johnson'
KT2 F-14A Tomcat Plus
KT3 EF-111 Raven
K14 EA-6B Prowler 'Low Viz'
K22X MiG-29 Fulcrum
K23 US-3A Viking
K31 Tornado F Mk 3 'RAF'
K40 Sukhoi Su-27 Flanker
XX1 F-4C/D Phantom
XX2 F-4J/S Phantom
XX3 F-4B/N Phantom
XX4 F-4EJ/EJ Kai Phantom
XX5 F-4E Phantom
XX6 F-4G Phantom 'Wild Weasel'
XX7 RF-4B/C/E Phantom

1/48th

JT2 Lockheed P-38J 'Geronimo II'
JT3 P-38F/G/H 'Beautiful Lass'
JT5 Spitfire Mk Vb Trop
JT6 Spitfire Mk Vb 'I.R.Gleed'
JT7 Spitfire Mk VI
JT8 Messerschmitt Bf 109E-3
JT10 Messerschmitt Bf 109E-4/7 Trop
JT11 Messerschmitt Bf 109E 'Galland'
JT12 Kawasaki Type 3 Fighter Hien
JT15 Junkers Ju 87R-2 'Richard Zwei'
JT16 Junkers Ju 87B-2 'Desert Stuka'
JT26 Messerschmitt Bf 109F-2
JT29 Messerschmitt Bf 109G-2
JT31 N.A. P-51K Mustang
JT32 Macchi C.202 Folgore
JT37 Nakajima Ki-44-II Kou Shoki
JT39 Macchi C.202 'Cavallino Rampante'
JT41 P-47D-30/40 Thunderbolt
PT9 F-4G 'Wild Weasel'
PT10 F-4B/N

Hobbycraft

Just to keep you updated the release dates given by this firm for their 1999 releases are:

1/144th

- B-47B - February 1999
- B-47E - February 1999
- RB-47H - March 1999

1/72nd

- F-89H Scorpion - May 1999

1/48th

- Goodyear F2G 'USN' - August 1999
- Goodyear F2G 'Racer' - August 1999
- A-4B Skyhawk - November 1999
- A-4C Skyhawk - November 1999
- A-4E/F Skyhawk - December 1999
- A-4 Israeli Skyhawk - December 1999
- MiG-17F - April 1999
- DHC Otter - March 1999
- Avro CE.105 Arrow - April 1999

1/32nd

- Nieuport 17C - June 1999

Czech Master

1/72nd

A new resin kit of the Gloster Meteor F.8 in early, late and FR.9 configurations has been released by this company. The kit features both RAF and Israeli decals and examples can be obtained in the UK via Hannants.

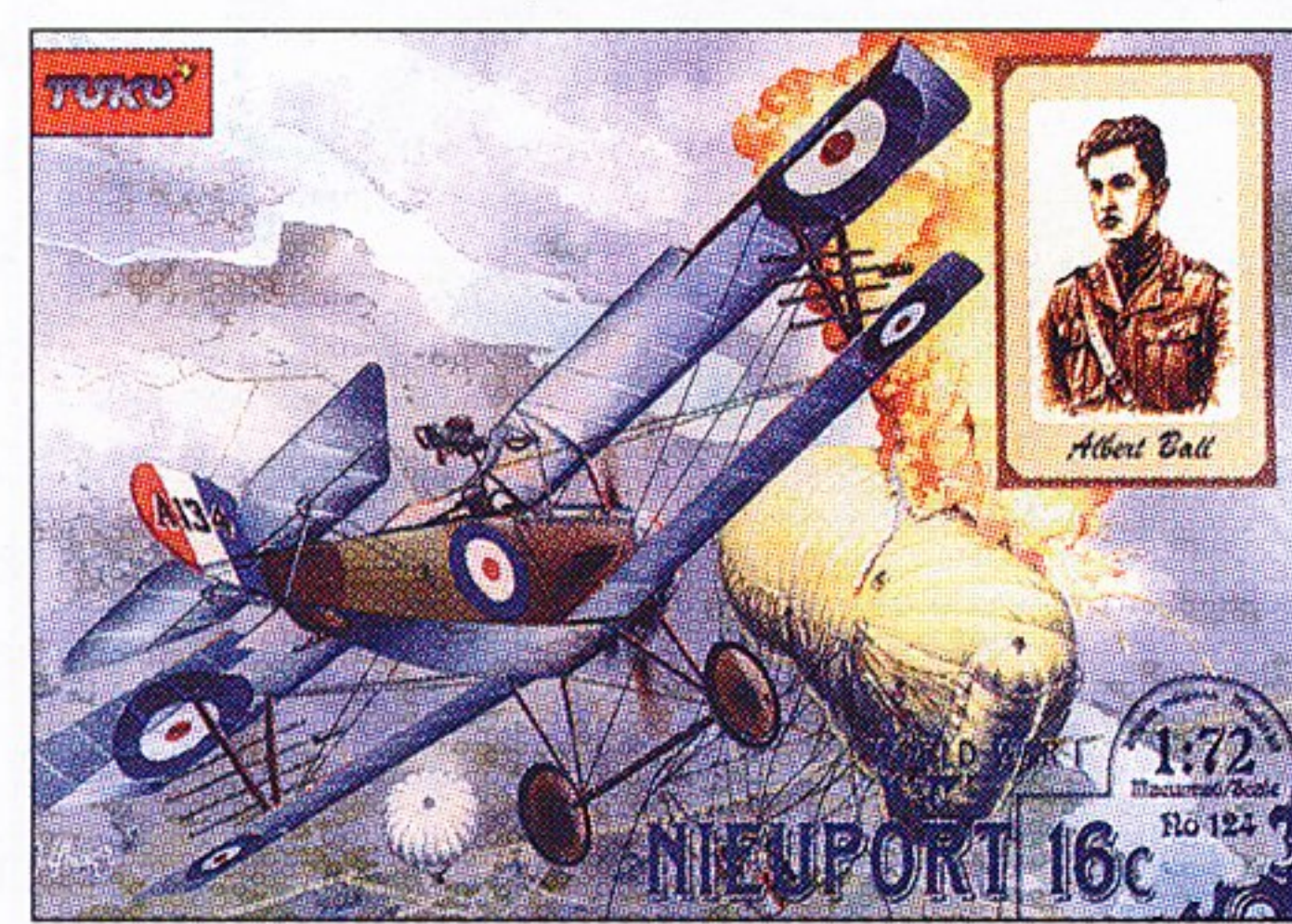
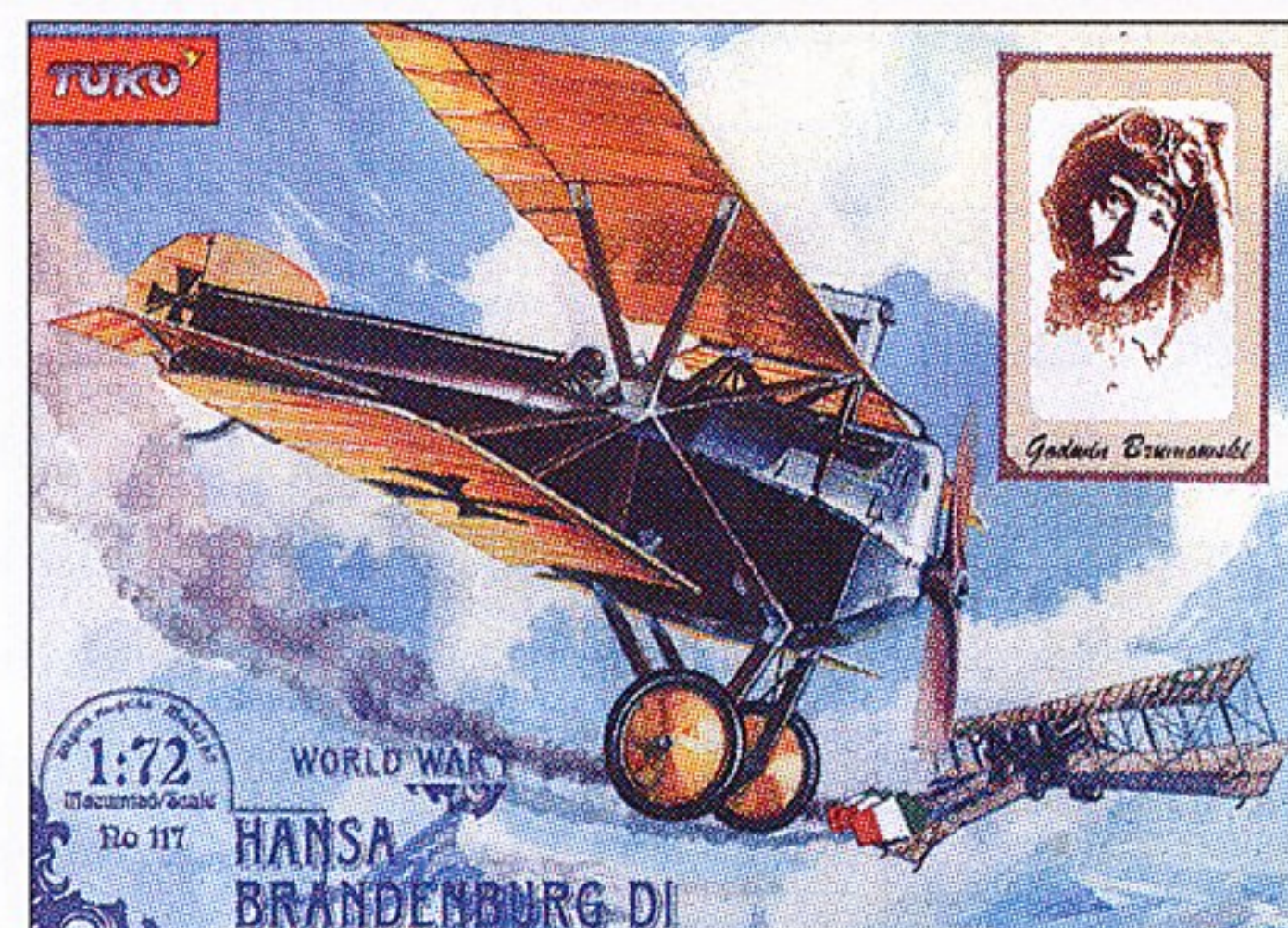
HR Models

1/72nd

The new resin and etched brass kit of the Pfalz E.II from HR is available in the UK for £13.50.

Toko

1/72nd



The next three kits due from this source, apart from the Sopwith 1 1/2 Strutters mentioned elsewhere (see Advance

Preview), will be the Aviatik (Berg) D.I, which will be due at the end of April and retails for £5.25 in the UK, the Hansa Brandenburg D.I and the Nieuport 16c, both due at the end of May and which will retail in the UK for £5.25 and £4.49 respectively.

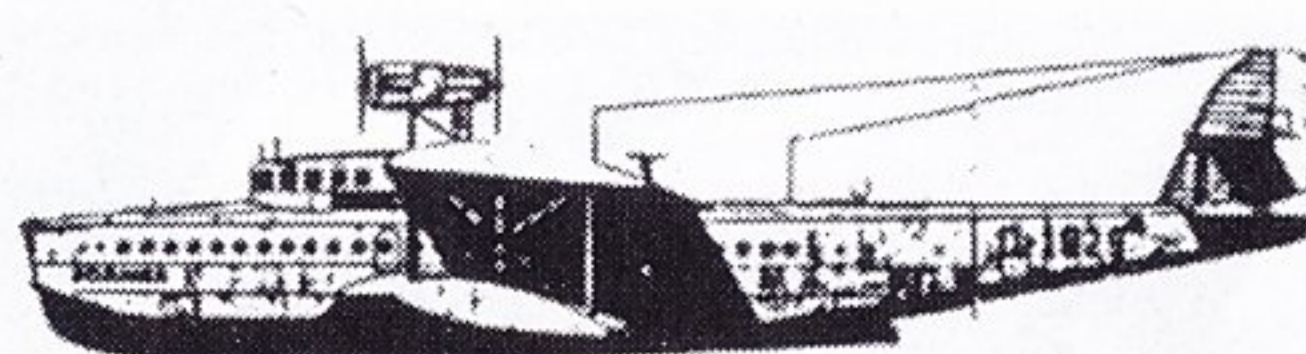
For more information contact the UK importers Pocketbond Ltd.

Monogram

1/48th

The limited edition reissue of the Rockwell B1-B Lancer from Monogram is listed at a staggering £59.95 in the UK, although the current secondhand prices for this kit are far higher!

Combat Models



1/72nd

A massive vac-form kit of the Dornier Do-X is now available from this source for \$44.95.

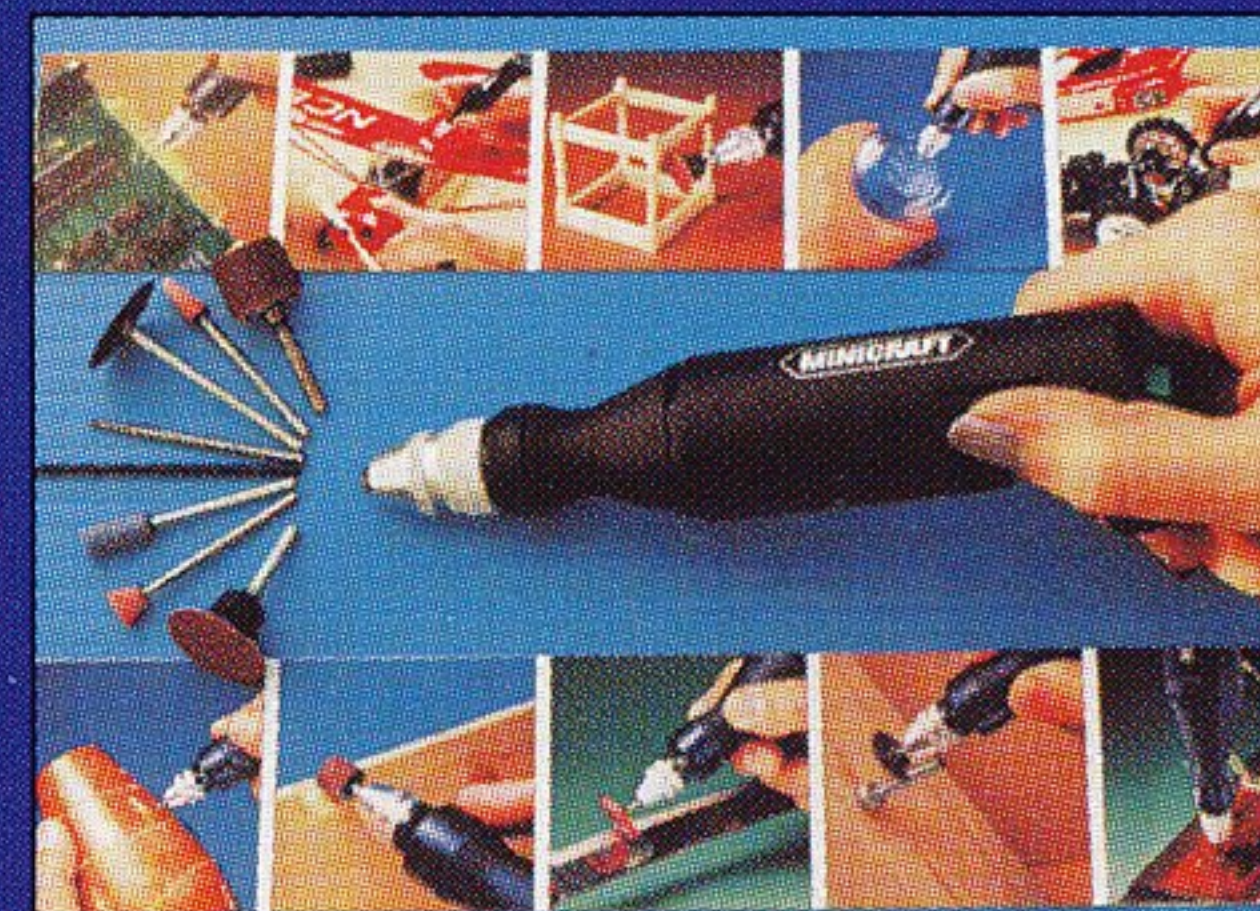
1/48th

A new vac-formed kit of the Curtiss C-46 Commando has been released by Combat and retails for \$43.95.

1/32nd

The F-105D/F kit in this scale can be obtained for \$39.95 and an additional parts pack can also be obtained, although we have no price for it yet.

Minicraft (Tools)



The latest addition to the extensive range of power tools by this manufacturer is also the smallest power tool they produce. The MB150 rotary tool uses a 12 volt stepped motor and weighs just 125 grams.

The tool comes in a standard form as the MB1000 Hobby Kit (£44.99) and as a variable-speed version in MB5001 (£69.99).

For more information on Minicraft products contact them at:
Minicraft, Macford Products Ltd.,
1 & 2 Enterprise City,
Meadowfield Avenue, Spennymoor,
Co. Durham. DL16 6JF

PT11 F-4C/D
P11 F-15D/DJ
P15 Phantom FG Mk 1 (RN)
P16 Phantom FGR Mk 2
P17 Phantom FG Mk 1 (RAF)
P20 F-14A 'Wild Pack'
P22 F-15E 'Seymour Johnson'
P23 F-14A Tomcat (Plus)
P24 F-18A Hornet
V2 Thunderbirds F-16a
V3 F-16C Fighting Falcon
V5 F-16B Fighting Falcon (Plus)
V7 F-16N 'Top Gun'
V8 F-16C Night Falcon
CT1 F-4EJ Phantom
CT4 Mitsubishi F-1
CT5 Mitsubishi T-2
CT6 Blue Impulse T-2
CT8 F-15J Eagle
CT17 Aichi E16A1 Jake
DT13 SH-60J Seahawk
DT16 F-104J/CF-104 Starfighter
CT18 TF-104/F-104DJ Starfighter
DT19X Kawasaki T-4 'Blue Impulse'
DT21 AH-1S Cobra 'JGSDF'
1/8th
ZX2 Sopwith F.1 Camel
ZX3 Fokker Dr.I
A number of kits are now 'Japanese Market Only' and they are:

1/200th

- LT20 Boeing 777-200 'JAS'
- LT22 Boeing 777-200 'Star Jet Pt.2'
- LL1 L-1011 Tristar 'All Nippon'
- LL12 DC-10-30 'JAS'
- LL13 Airbus A300 'JAS'
- LL14 DC-10-40 'Japan Airlines'
- LL15 MD-90 'JAS'
- LL18 MD-90 'JAS'

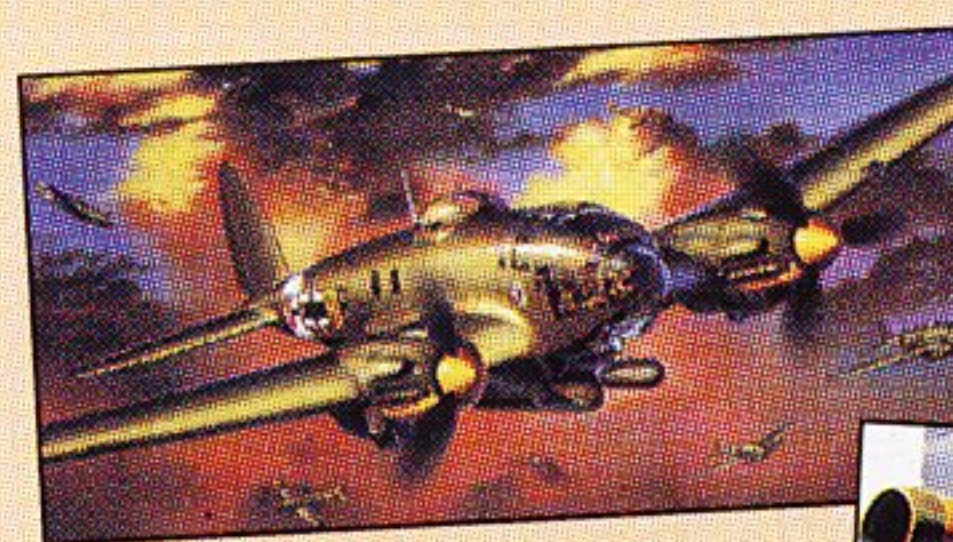
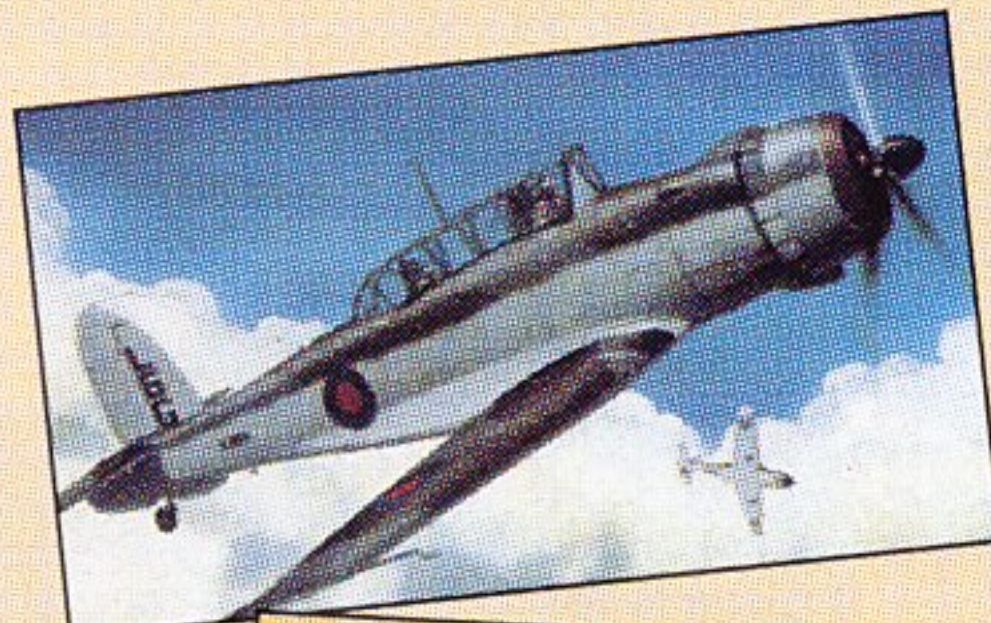
1/144th

- LK1 YS-11 'Japanese Maritime Safety Agency'
- LK2 YS-11 'Air Nippon'
- LK3 YS-11 'Japan Transocean Air'

1/72nd

- AP13 Mitsubishi A6M2 Type 11
- AP15 Mitsubishi A6M3 Type 22
- AP16 Mitsubishi A6M3 Type 32
- AP36 Kyushu J7W1 18-Shi Interceptor
- AP37 Kawanishi N1K1 Kyofu (Late)
- AP49 Kyushu J7W2 Shinden

CP2 Kugisho P1Y2-S Francis
CP4 Kawasaki Ki-45Kai Hei Toryu
CP7 Mitsubishi G4M2 Type 11
NP1 Kawasaki Ki-48-I Type 99 Lily
NP4 Nakajima G8N1 Rita
NP5 Kawanishi H8K2 Emily
NP6 Kawanishi H6K5 Mavis
NP10 Aichi E13A1 & catapult
NP11 Kawanishi E7K1 Alf & catapult
NP12 Nakajima B5N1 Kate 'China 1939'
QP6 Kawasaki T-4 'JASDF'
K24 F-15J Eagle
K26 F-15D/DJ Eagle
001 Mitsubishi A6M2b Type 21
002 Mitsubishi A6M3 Type 22
003 Mitsubishi A6M3 Type 32
004 Mitsubishi A6M5c Type 52 Hei
1/48th
JT17 Mitsubishi A6M3 Type 22
JT18 Mitsubishi A6M3 Type 32
JT21 Kawanishi N1K2-J Shidenkai
JT23 Mitsubishi A6M5 Type 52
JT24 Nakajima Ki-27 Nate
JT42 Mitsubishi A6M2a Type 11
JT46 Mitsubishi J2M6 Type 31
PT2 HSS-2B Seaking 'JMSDF'
PT5 F-15J Eagle
PT7 F-4EJ Kai 'Super Phantom'
PT15 F-86F-40 'Blue Impulse'



Revell

1/144th

- 04019 F-53 Lightning 'RSAF'
- 04812 KC-10 Extender & Tornado ECR

1/72nd

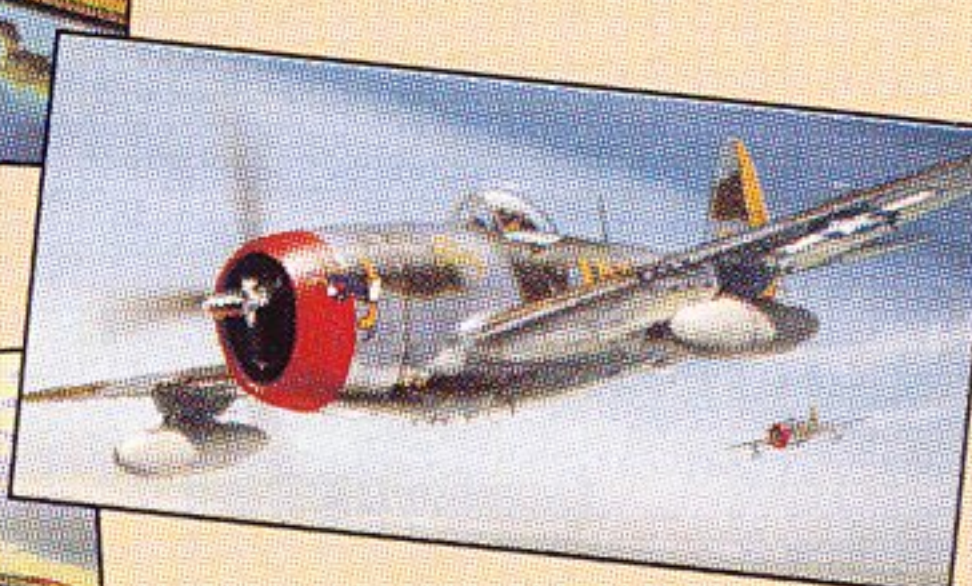
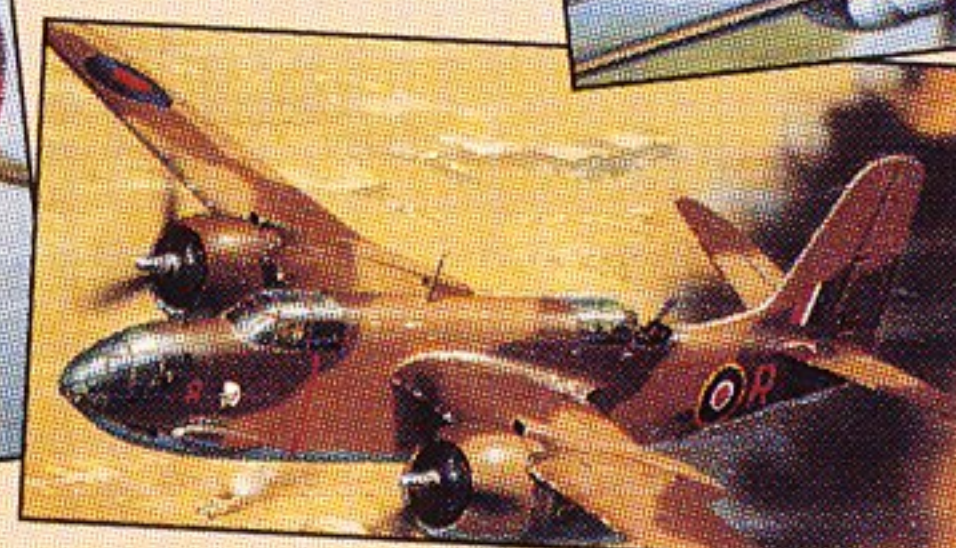
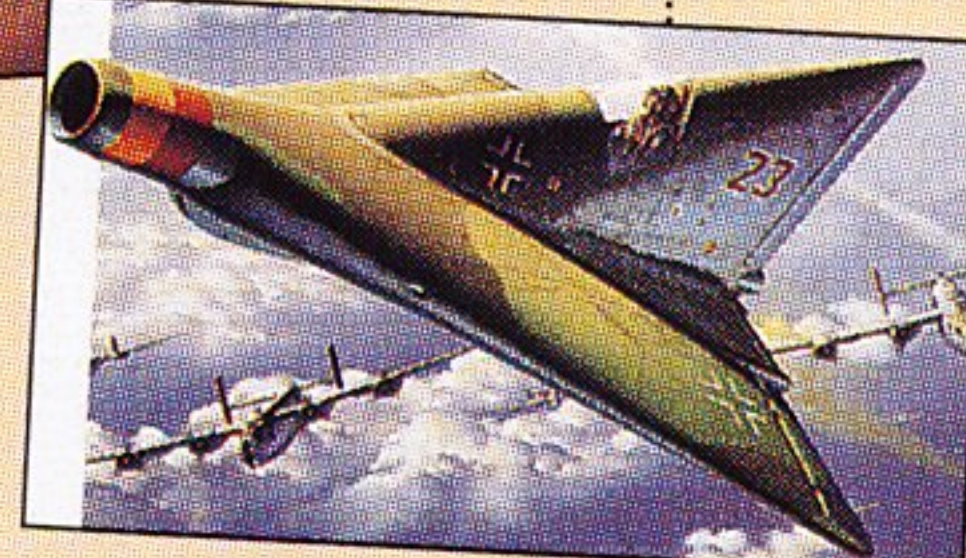
- 04100 Blackburn Skua
- 04101 Avro Shackleton MR.3
- 04102 Bristol Blenheim Mk I/II
- 04104 BAC Canberra B (I)8
- 04110 Hawker Hurricane Mk I
- 04124 Republic P-47D Thunderbolt
- 04131 BAC Lightning F.6
- 04306 N.A. FJ-4B Fury
- 04307 McD D F-4F Phantom
- 04309 Focke Wulf Fw 200A Transporter
- 04313 Henschel Hs 129B-2/R-2
- 04345 Douglas A-20C Boston
- 04351 Sepecat Jaguar GR. 1A
- 04353 F-14A (Plus) Tomcat
- 04363 Panavia Tornado IDS 'RSAF'
- 04439 Westland Wessex HAS.3

1/48th

- 04500 Lippisch P 13a
- 04520 Consolidated PB5 Catalina
- 04526 Heinkel He 111H-4/H-6

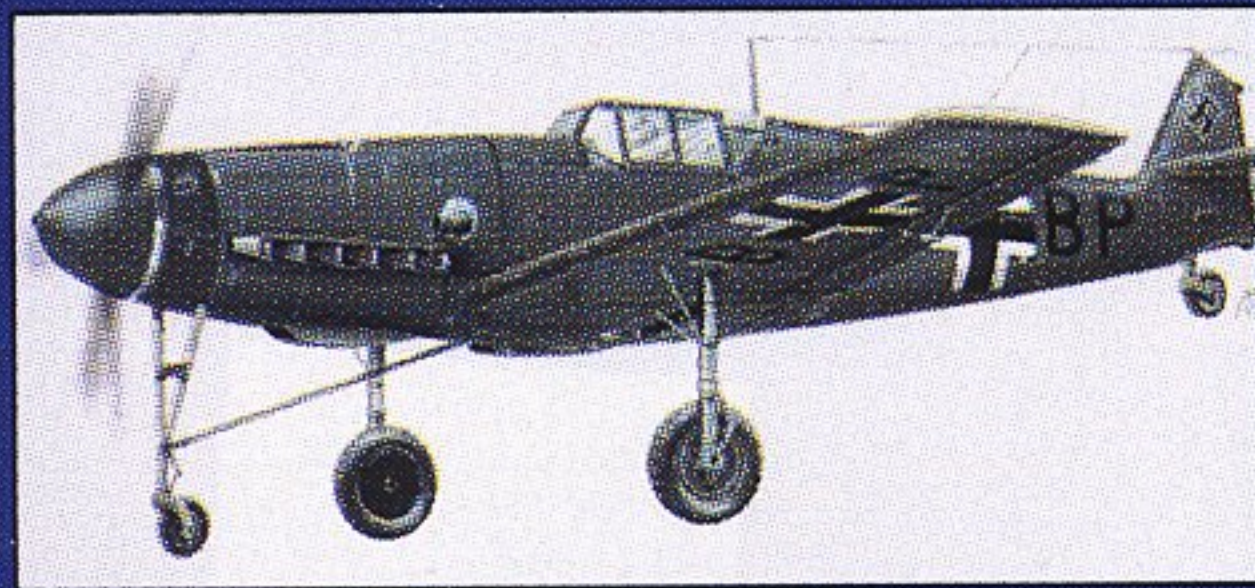
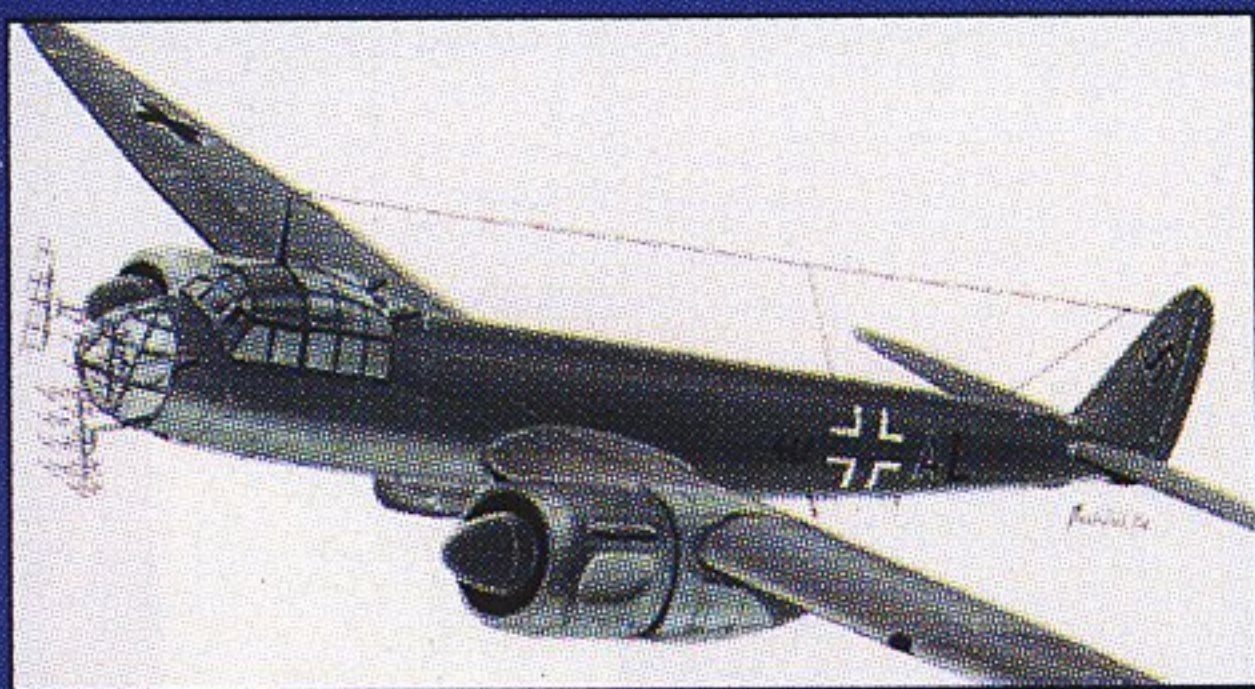
1/32nd

- 04704 DH 82A/C Tiger Moth
- 04426 Eurocopter EC-135
- 04443 Eurocopter BK-117 'Health Net'
- 04757 Messerschmitt Me 262A-1a/U4



News Update

RV Resin



1/72nd

The latest couple of kits from RV are the Junkers Ju 88H-1/H-2, Messerschmitt Bf 109V23 and the Junkers Ju 288C-1 (V103). The Ju 88H-1/H-2 is a conversion intended for the AMT/Ertl Ju 88G-10 (if you can find one!) or the Italeri kit and it contains 12 resin, 1 vac-formed clear and 15 etched brass parts plus decals. The Bf 109V23 is a complete resin kit of some 10 parts with 50 photo-etched components and white metal undercarriage. The Ju 288C-1 (V103) is also a complete kit and this contains all the main parts in resin, with a white metal undercarriage and detail parts in etched brass.

For more details contact:

RV Resin, Udánky 7, 571 01

Moravská Třebová, Czech Republic

Airfix

1/72nd

Although these kits were all listed as available last year, we are informed that the Tiger Moth, Westland Gazelle, Northrop F-5 Freedom Fighter and Fiat G.50 have been released by Airfix in January. The reasoning behind this is that

these kits have moved from Series 1 to Series 0

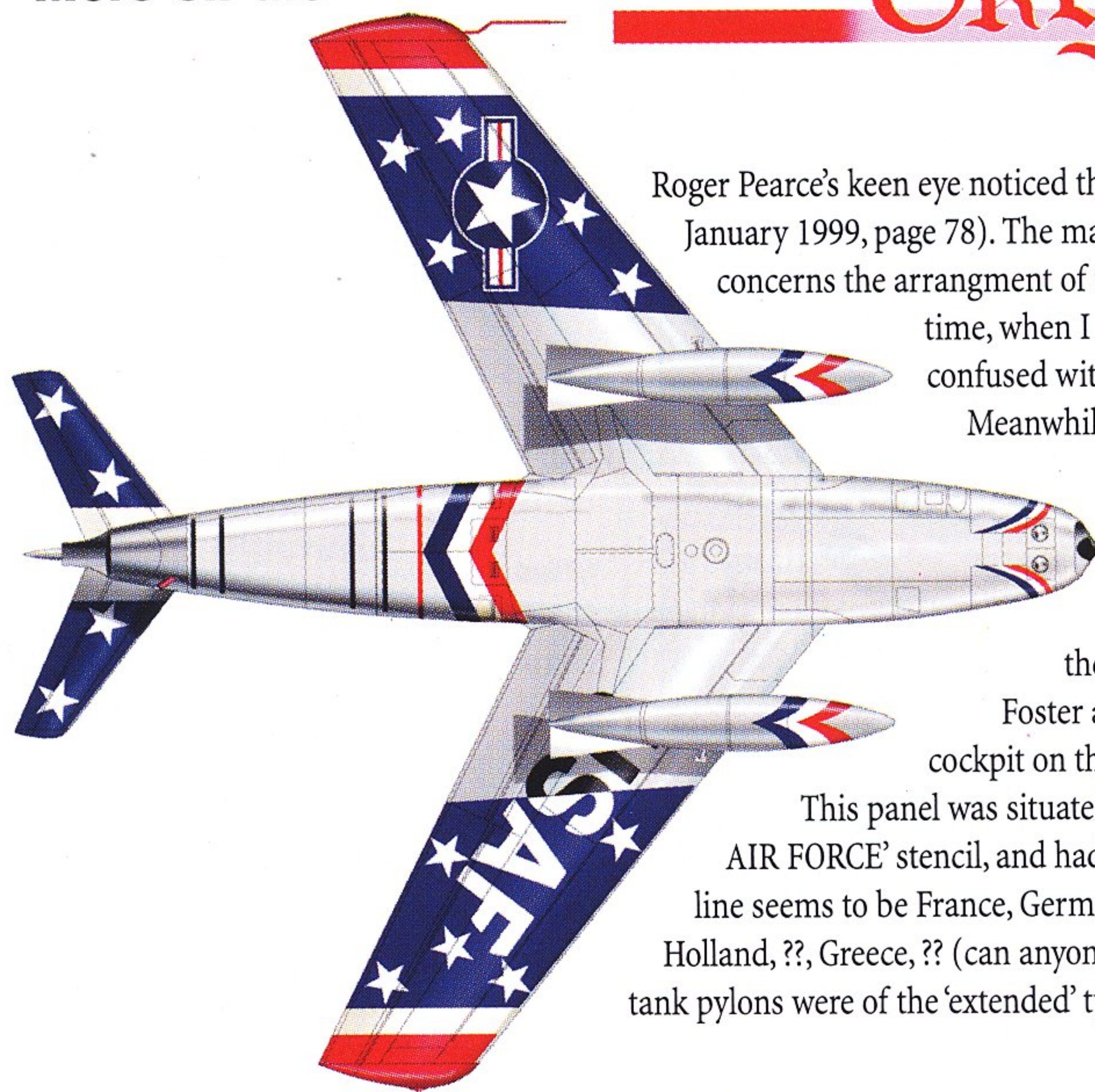
Available in February was the Fiat G 91 in 'Frecce Tricolori' markings. This kit is just a reissue of a really old tooling, although the variant shown is correct for the Frecce Tricolori team and is, we believe, unique in this scale.

1/48th

Due also for release in February was the 'new' North American P-51 Mustang, Focke Wulf Fw 190A and Chance-Vought Corsair. These kits are in fact just the old (and in the case of the Fw 190, very inaccurate) Otaki kits which have been issued in the past under the Matchbox and Aarii labels.

More on the

Skyblazers 1956



Roger Pearce's keen eye noticed that I placed the wrong drawing for FU-192 (SAMI Vol.5/1, January 1999, page 78). The main view should now look as on the left, and the difference concerns the arrangement of the stars under the starboard wing. I had it right the first

time, when I submitted the proofs, then for some strange reason it got confused with the underside plan of the wingmen — apologies to all!

Meanwhile, Mr Duncan Curtis sent in some additional information.

The team leader, Jim Reynolds, often flew also the fifth (spare) aircraft, 53-1162, which I did not illustrate as I did not have enough information. Star arrangements

for '162' is similar to that of '201' and '219'. By June 1956, the canopy name on '201' had changed from 'James' to 'Jim'

Foster and a flag panel had been added to all aircraft below the cockpit on the port side reflecting the countries visited by the team.

This panel was situated to the rear of the boarding step line, and above the 'U.S. AIR FORCE' stencil, and had five flags on the top line and four centred below. The top line seems to be France, Germany, UK, Belgium, Switzerland, while the bottom line was Holland, ??, Greece, ?? (can anyone fill in the blanks?). Finally, Mr Curtis states that the fuel tank pylons were of the 'extended' type, not of the 'standard' depth.

Richard J. Caruana



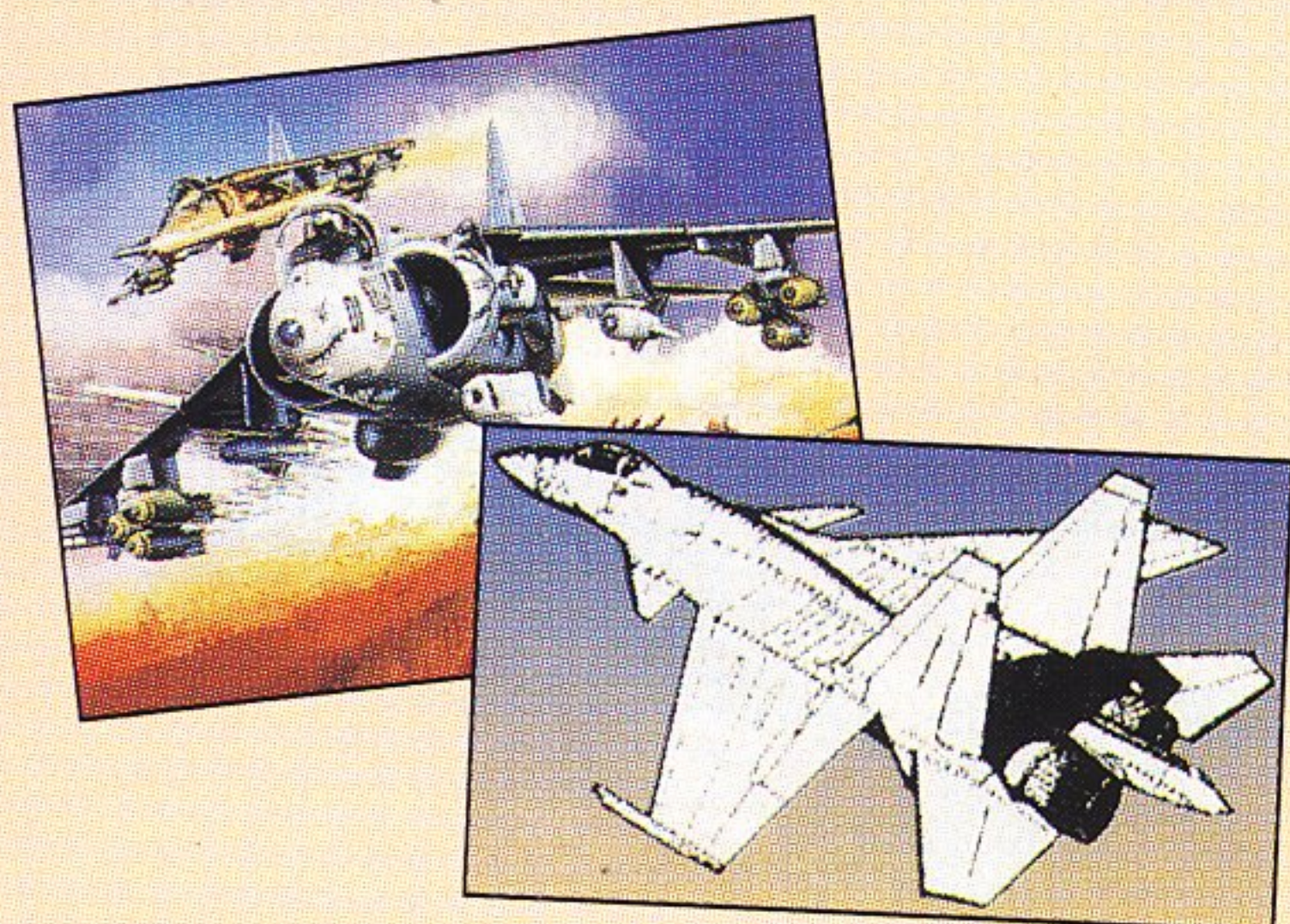
Dragon

1/72nd

5005 Heinkel He 219A-0 Uhu S
5011 Arado Ar 234C-4 with V-1
5003 Arado Ar 234B-2 Blitz
5017 Northrop P-61B 'Lady of the Dark'
Note 5005 is to be reissued under the Dragon Shanghai label in 1999

1/48th

5535 Messerschmitt Me 262A-1a/U3
5523 Messerschmitt Me 262A-1a/U4
55231 Junkers Ju 88G-1/G-10
5532 Luftwaffe Day Groundcrew & Equipment Set



Dragon Shanghai

1/144th

4570 AV-8B Harrier II 'VMA-231 Aces'

1/72nd

2518 Sukhoi Su-35 'PLA Air Force' *

1/48th

5538 Junkers Ju 88A-17 *

* Note that these latter two items were listed for release in 1998, but have been removed from their catalogues for 1999!



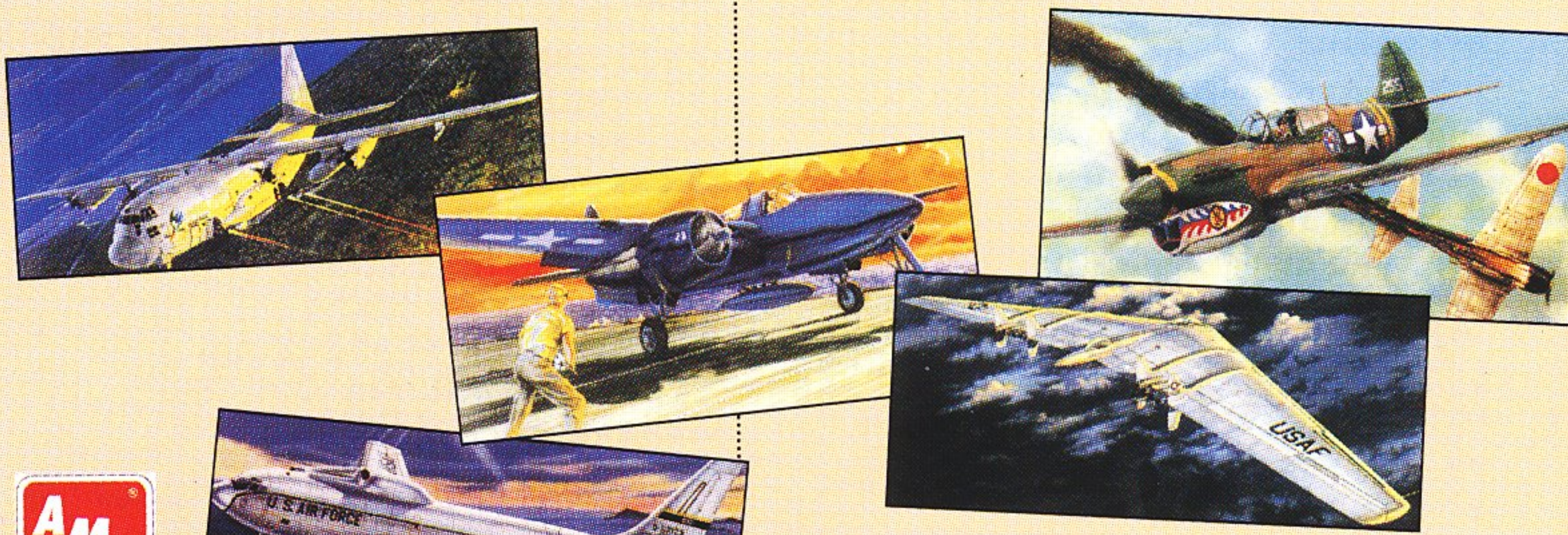
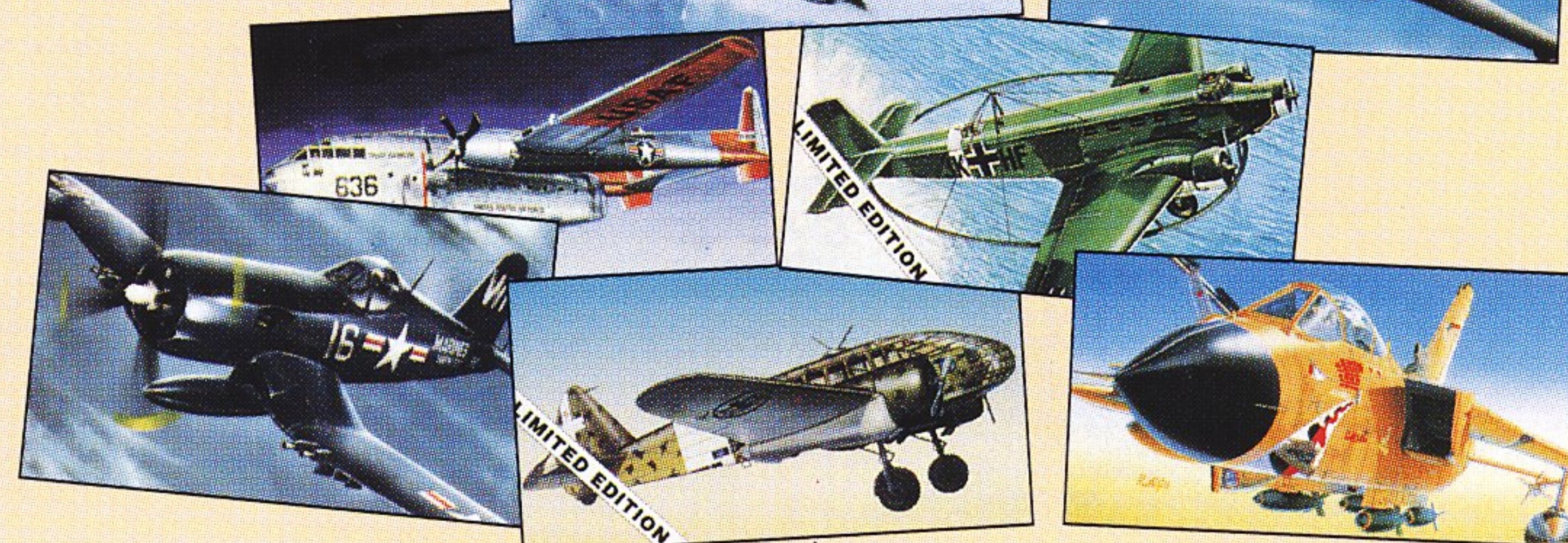
Italeri

1/72nd

146 C-119 Flying Boxcar
044 Vought-Chance F-4U/5N Corsair
113 Caproni Ca 311
126 Junkers Ju 52 Minesweeper
018 Junkers Ju 88A-4
076 Kamov Ka-29 Helix
034 SR-75 Penetrator & XR-7 Thunder Dart
011 Sikorsky SH-60B Seahawk
026 Rafale C
158 F-21 Lion
056 Pe-2

1/48th

834 Panavia Tornado IDS



AMT/Ertl

1/72nd

6325 Thunderbirds Flight Display
8326 Lockheed AC-130U Gunship
8909 Boeing KC-135R
8958 Boeing NKC-135A Airborne Laser Lab
8619 Northrop YB-49 Flying Wing

1/48th

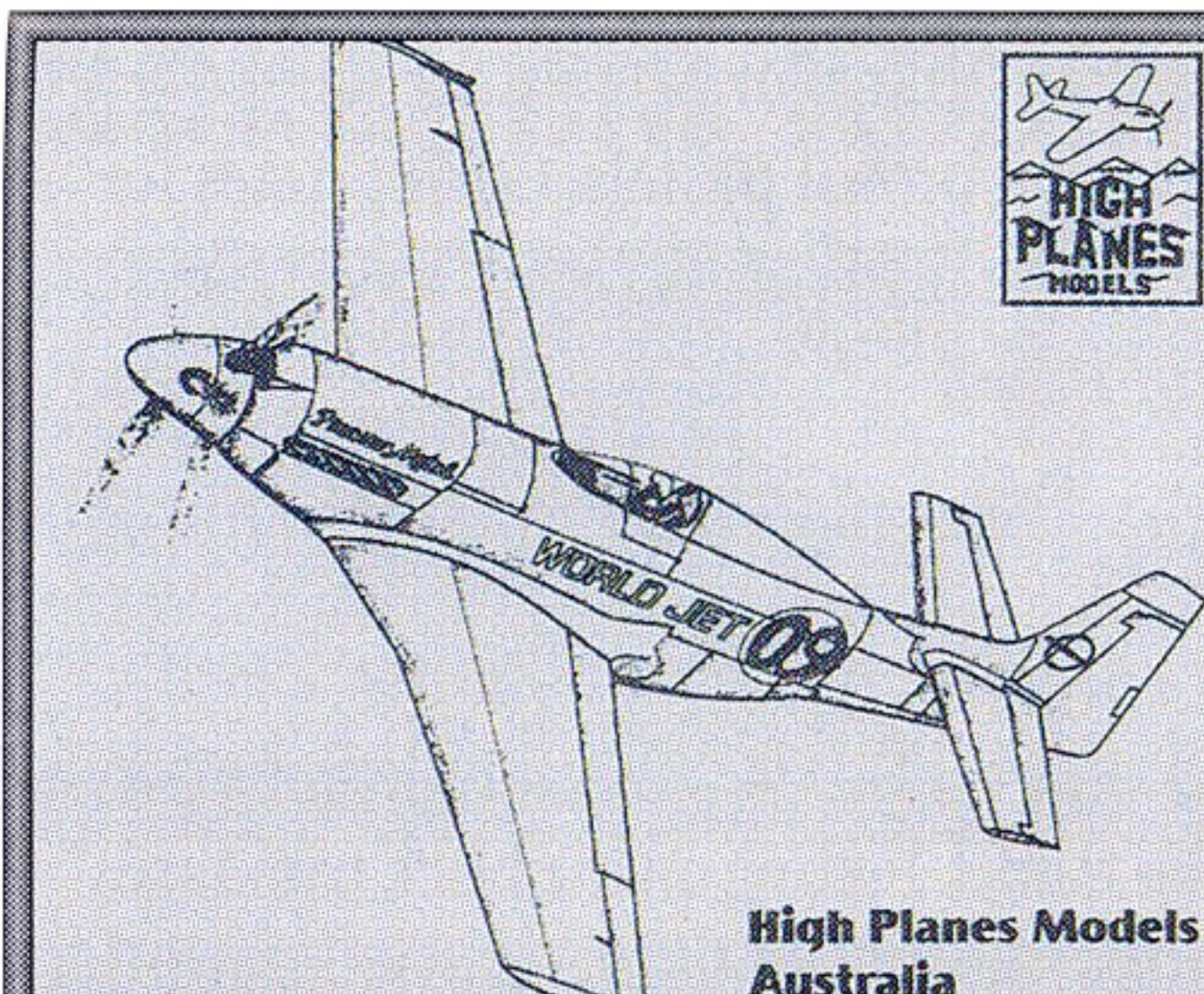
8794 Curtiss P-40K Warhawk
8844 Grumman F7F-2/2N Tigercat



Fujimi

30101 Messerschmitt Bf 109G/K
30102 Mitsubishi A6M2 Zero
30103 N.A. P-51D Mustang
30104 Focke Wulf Fw 190A-6/9
30105 Supermarine Spitfire Mk V
30106 Focke Wulf Fw 190D-9
30107 LTV F-8D Crusader
30108 Douglas A-1H Skyraider
30109 Messerschmitt Bf 110C/D
30110 Grumman F6F Hellcat
30111 Northrop F-5A Freedom Fighter
30112 Douglas A-4E Skyhawk
30112 Dassault Mirage IIIC
30114 Dassault Mirage IIIR
30115 Douglas TA-4F Skyhawk
30116 Bell AH-1S TOW Cobra
30117 Bell AH-1J Sea Cobra
30118 Bell UH-1N Iroquois
30119 Westland Wasp
30120 Sud Alouette III
30121 SA-341/D Gazelle
30122 MBB Bö-105 PAH-1/M
Bell OH-58 Kiowa
30125 Westland Lynx HAS Mk 2/AH Mk 1
30126 Kamen Seasprite
30127 Bell UH-1N 'Orient Express'
30130 Messerschmitt Bf 110C/D
30131 Bell AH-1S TOW Cobra
30132 Bell UH-1B 'Black Bunny'
30133 Bell AH-1J Sea Cobra
30124 Hughes 500MD/OH-6D
31101 Aichi D3A2 Val Type 11
31104 Bell AH-1G Huey Cobra

DELETED



Kit: Griffon Mustang 'Precious Metal'

Manufacturer: High Planes Models
Scale: 1/72nd **Price:** £TBA
Panel Lines: Recessed ✓
Status: New Tooling✓
Type: Limited Run Injection Moulded Plastic, White Metal & Vac-formed Clear
Parts: Plastic 29, Metal 4, Clear 2
Decal Options: 1
Manufacturer: High Planes Models, 127 Wheeler Street, Corryong, VIC 3707, Australia. Fax: +61 260 76 1843
Email: hiplanes@corryong.albury.net.au.
UK Source: Hannants



Douglas F4D-1 Skyray

Manufacturer: Tamiya
Scale: 1/72nd **Price:** £8.99
Panel Lines: Recessed ✓
Status: New Tooling✓
Type: Injection Moulded Plastic
Parts: Plastic 65, Clear 2
Decal Options: 3
Manufacturer: Tamiya Inc., 3-7 Ondawara, Shizouka-City, Japan.
UK Importer: Richard Kohnstam Ltd, 13-15a High Street, Hemel Hempstead, Herts. HP1 3AD Tel: 01332 261721 Fax: 01442 240647



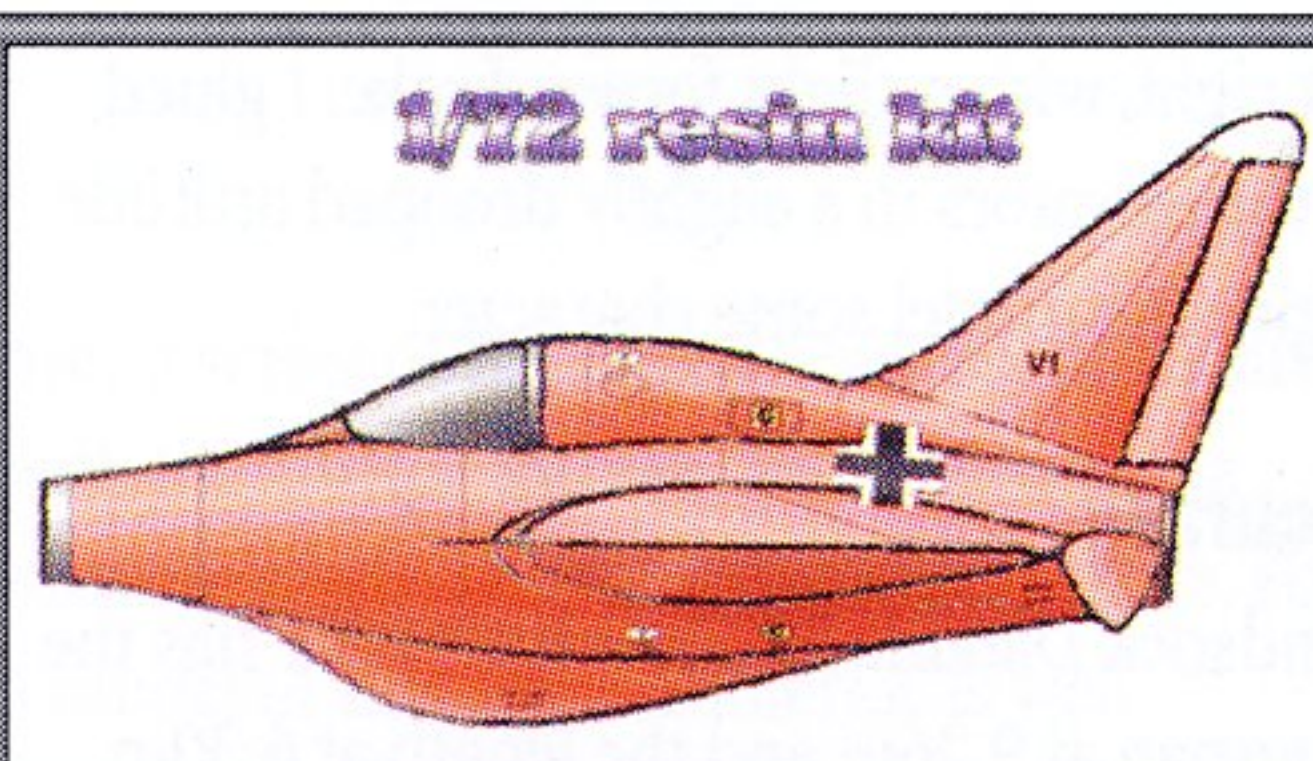
Transall C-160

Manufacturer: Revell®
Scale: 1/72nd **Price:** £TBA
Panel Lines: Recessed ✓
Status: New Decals ✓
Type: Injection Moulded Plastic
Parts: Plastic 67, Clear 11
Decal Options: 2
UK Distributor: Revell® Binney & Smith (Europe) Ltd, Ampthill Road, Bedford. MK42 9RS Tel: 01234 360201 Fax: 01234 342110



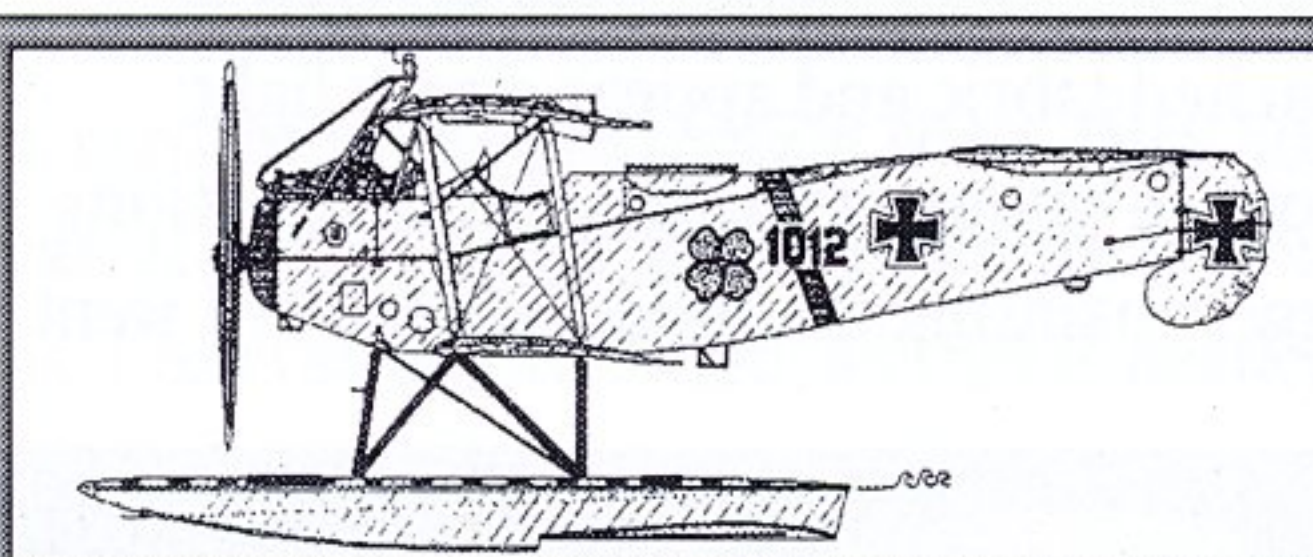
Lavochkin La-5

Manufacturer: Eastern Express
Scale: 1/72nd **Price:** £4.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited Run Injection Moulded Plastic
Parts: Plastic 39, Clear 4
Decal Options: 2
UK Importer: Pocketbond Ltd, PO Box 80, Welwyn, Herts. AL 6 0ND
Tel: 01707 391509 **Fax:** 01707 327466



Lippisch P.12

Manufacturer: Unicraft
Scale: 1/72nd **Price:** \$15.00
Panel Lines: Recessed ✓
Status: New Tooling✓
Type: Resin & Vac-form
Parts: Resin 5, Clear 1
Decal Options: None
Manufacturer: Unicraft Models, P.O. Box 117, Nikolaev 327058, Ukraine.
Tel: 0512 415 385
Email: formail@cpmcent.nikolaev.ua (Add 'For user #325' in subject)



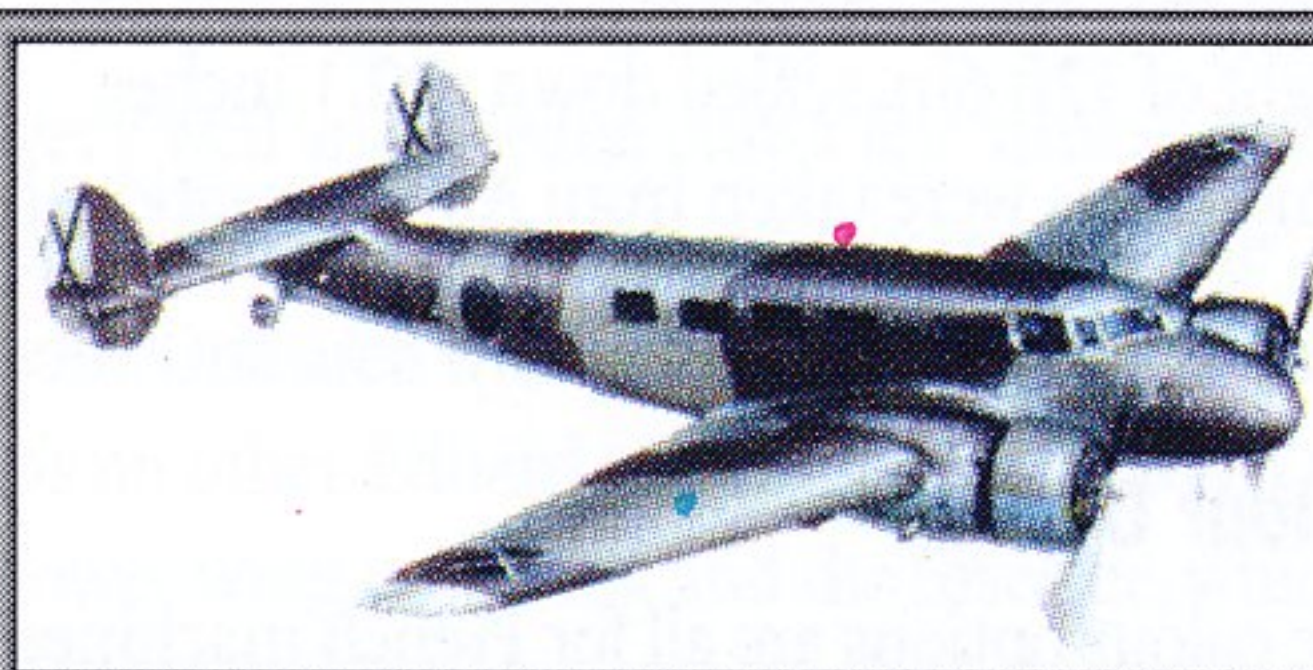
Hansa Brandenburg W.12

Manufacturer: Copper State Models
Scale: 1/48th **Price:** \$99.00
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, White Metal & Etched Brass
Parts: Resin 10, Metal 38, Etched Brass 106, Acetate 13
Decals Options: 2 (3 sheets of Naval Lozenge)
Manufacturer: Copper State Models, 3245 E. Hillery Drive, Phoenix, AZ 85032, USA
Tel: 602 867 8822



Cessna T-50 Bobcat

Manufacturer: Pavla
Scale: 1/72nd **Price:** £TBA
Panel Lines: Recessed ✓
Status: New Tooling✓
Type: Limited Run Injection Moulded Plastic, Resin, Etched Brass & Vac-formed Clear
Parts: Plastic 37, Resin 2, Etched Brass 18, Clear 3
Decal Options: 2 (USAAF & RCAF)
Manufacturer: Pavla Models, Kubelíkova 9, 709 00 Ostrava, Czech Republic.
Tel: ++420 69 6627136
Fax: ++420 69 6627137
UK Source: Hannants



Lockheed Model 10 Electra

Manufacturer: Special Hobby
Scale: 1/72nd **Price:** £TBA
Panel Lines: Recessed ✓
Status: New Tooling✓
Type: Limited Run Injection Moulded Plastic, Resin, & Vac-formed Clear
Parts: Plastic 43, Resin 9, Clear (Vac) 1, Clear (Inj) 10
Decal Options: 4 (Earhart, Rumanian A.F & Spanish A.F x2)
Manufacturer: Special Hobby s.r.o. Plovdivská 3406, P.O. Box 130, 14300 Praha 4, Czech Republic.
UK Source: Hannants Ltd.



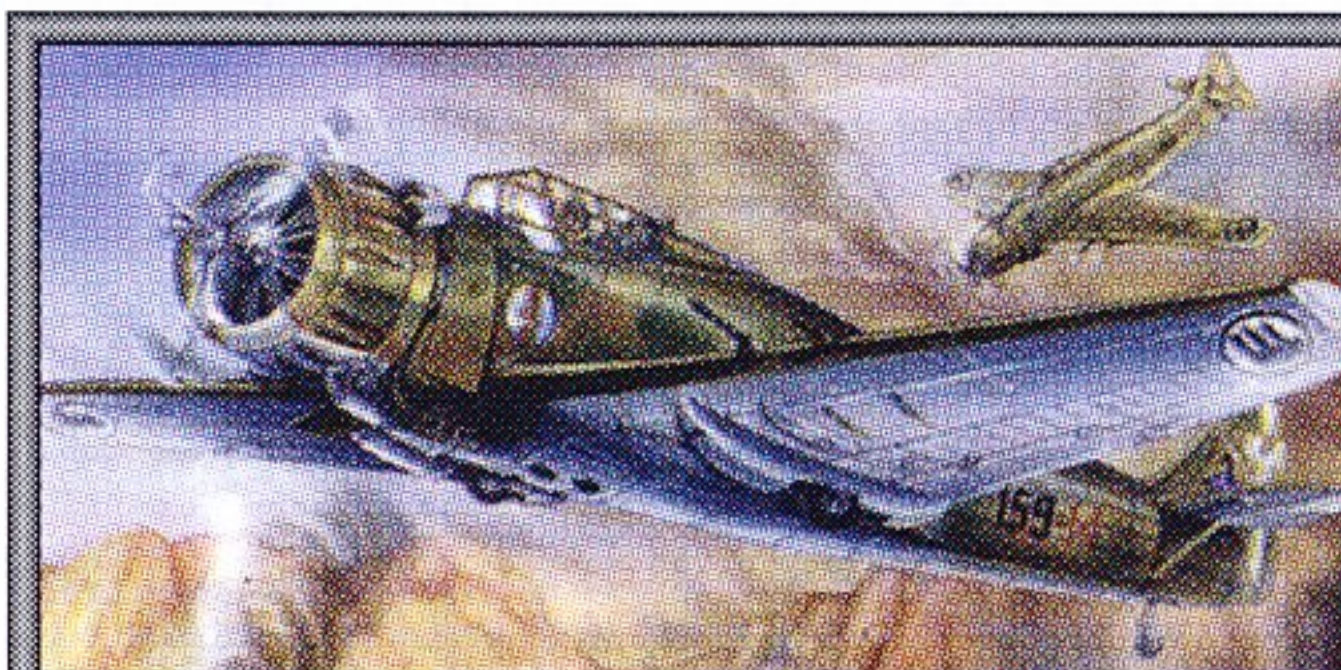
Yak-7A

Manufacturer: ICM
Scale: 1/48th **Price:** £9.95
Panel Lines: Recessed ✓
Status: New Tooling✓
Type: Injection Moulded Plastic
Parts: Plastic 86, Clear 5
Decal Options: 4
Manufacturer: ICM, Ukraine.
UK Importer: Pocketbond Ltd, PO Box 80, Welwyn, Herts. AL 6 0ND
Tel: 01707 391509 **Fax:** 01707 327466



Yak-7V

Manufacturer: ICM
Scale: 1/48th **Price:** £9.95
Panel Lines: Recessed ✓
Status: New Tooling✓
Type: Injection Moulded Plastic
Parts: Plastic 69, Clear 5
Decal Options: 2
Manufacturer: ICM, Ukraine.
UK Importer: Pocketbond Ltd, PO Box 80, Welwyn, Herts. AL 6 0ND
Tel: 01707 391509 **Fax:** 01707 327466



Breda Ba.65 A80

Manufacturer: RCR Models
Scale: 1/72nd **Price:** £35,000
Panel Lines: Recessed ✓
Status: New Tooling✓
Type: Limited Run Injection Moulded Plastic, Resin, White Metal, Etched Brass & Vac-formed Clear
Parts: Plastic 27, Resin 2, Metal 2, Etched Brass 39, Clear 2
Decal Options: 3
Manufacturer: RCR Models, Al Soldatino S.N.C., Viale Umbria 41, 20135 Milano, Italy
Tel: 02 55010536 **Fax:** 02 55190749
UK Source: Hannants Ltd



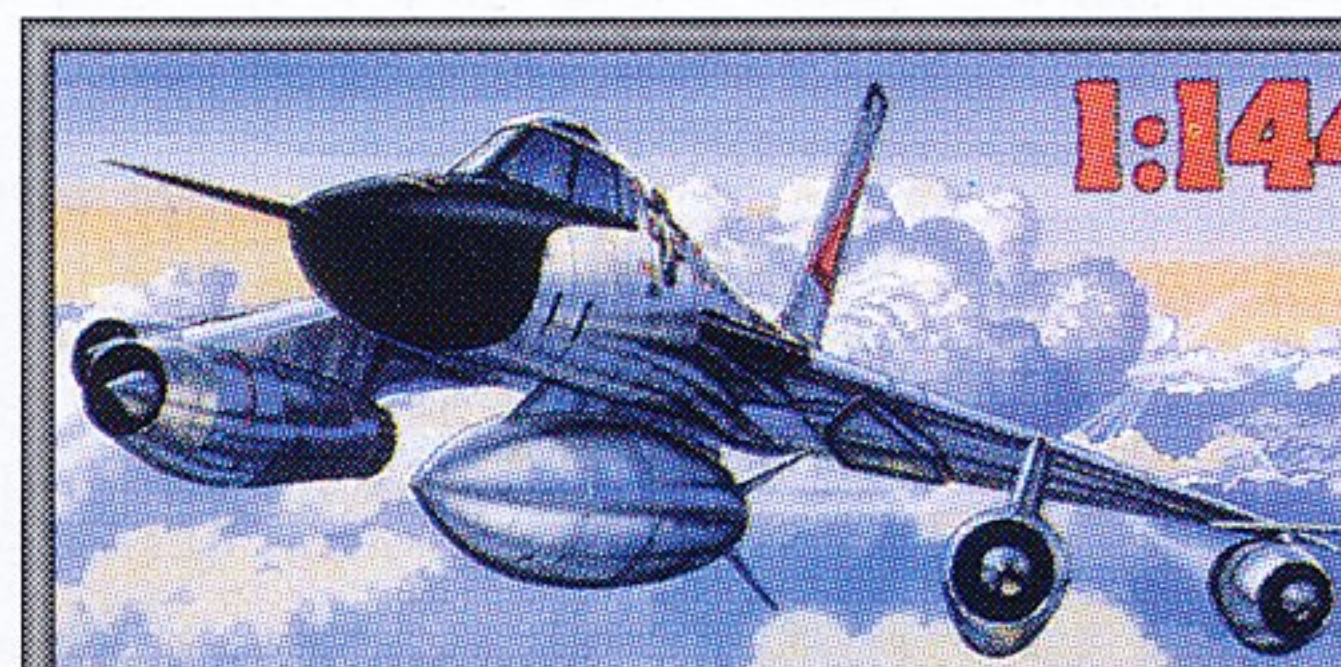
Kokusai Ki-76 'Stella'

Manufacturer: Aviation Usk
Scale: 1/72nd **Price:** £TBA
Panel Lines: Recessed ✓
Status: New Tooling✓
Type: Limited Run Injection Moulded Plastic, Etched Brass & Vac-formed Clear
Parts: Plastic 38, Etched Brass 52, Clear 3, Acetate 1
Decal Options: 3
Manufacturer: Aviation Usk, 602 Front St., PO Box 97, USK, WA 9918, USA.
Tel/Fax: 509 445 1236
UK Source: Hannants Ltd



F/A-18C Hornet 'VFA-25 Fists of the Fleet'

Manufacturer: Shanghai-Dragon
Scale: 1/144th **Price:** £
Panel Lines: Recessed ✓
Status: New Decals✓
Type: Injection Moulded Plastic
Parts: Plastic 52, Clear 1
Decal Options: 1
Manufacturer: Shanghai Dragon Models & Toys Co., Ltd. 1238 Wu Zong Road, Shanghai, China.
Tel/Fax: 21 64060568 **Fax:** 21 64010753
UK Importer: Richard Kohnstam Ltd., 13-15a High Street, Hemel Hempstead, Herts. HP1 3AD
Tel: 01332 261721 **Fax:** 01442 240647



Convair B-58 Hustler

Manufacturer: Hobbycraft
Scale: 1/144th **Price:** £10.99
Panel Lines: Recessed ✓
Status: New Tooling✓
Type: Injection Moulded Plastic
Parts: Plastic 76, Clear 4
Decal Options: 2
Manufacturer: Hobbycraft Canada, 140 Applewood Crescent, Concord, Ontario, L4K 4E2, Canada. Tel: 905 738 6556
Fax: 905 738 6329
UK Importer: Pocketbond Ltd



Hughes TH-55A Osage

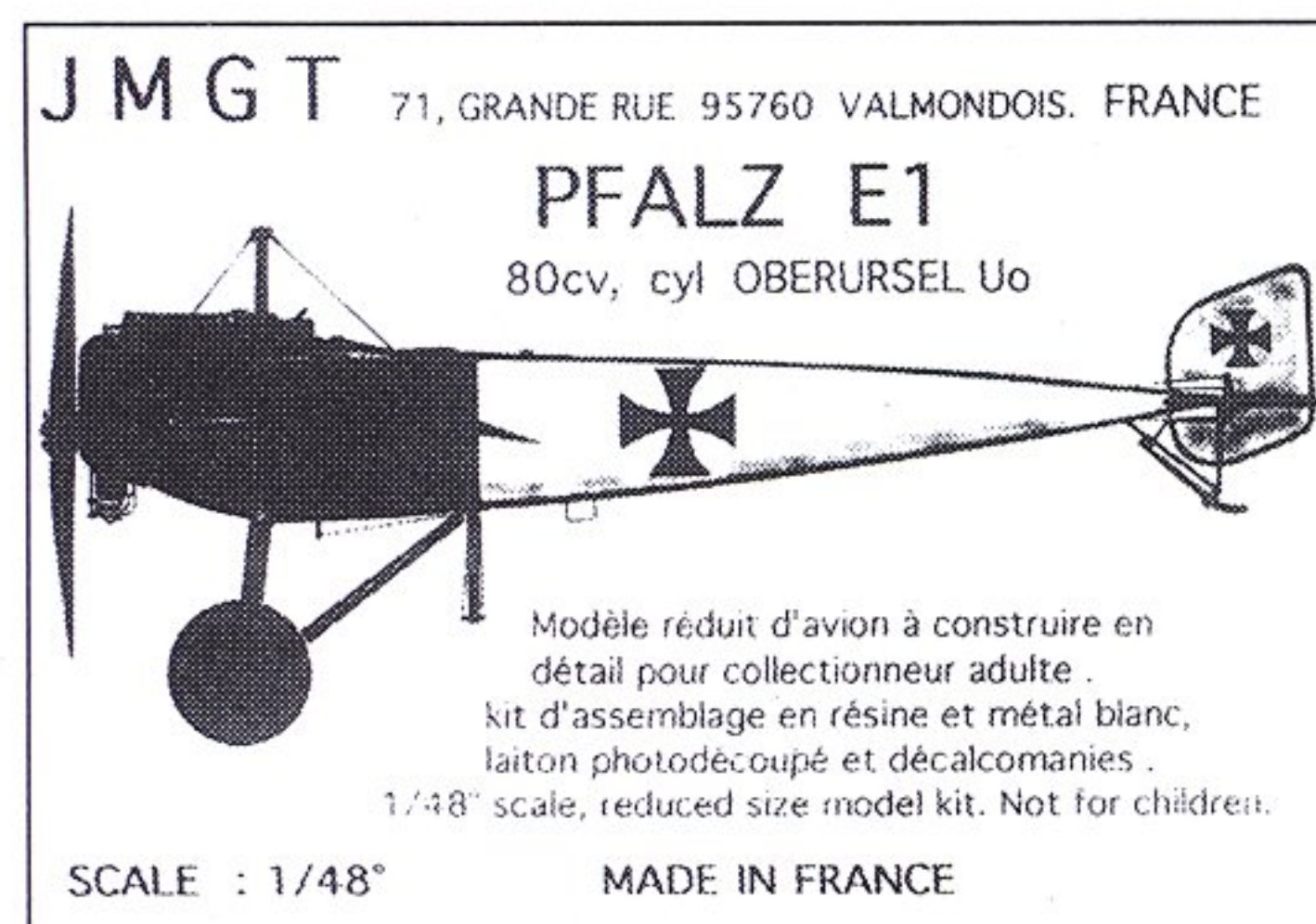
Manufacturer: Special Hobby
Scale: 1/72nd **Price:** £TBA
Panel Lines: Recessed ✓
Status: New Tooling✓
Type: Limited Run Injection Moulded Plastic, Resin, & Vac-formed Clear
Parts: Plastic 27, Resin 21, Clear (Vac) 2
Decal Options: 5 (US Army, Swedish A.F., JSDF & 2x Civil {British & German})
Manufacturer: Special Hobby s.r.o. Plovdivská 3406, P.O. Box 130, 14300 Praha 4, Czech Republic.
UK Source: Hannants Ltd.



Mig-29 'Reunion'

Manufacturer: Revell®
Scale: 1/72nd **Price:** £
Panel Lines: Recessed ✓
Status: New Tooling✓
Type: Injection Moulded Plastic
Parts: Plastic 71, Clear 3
Decal Options: 2
Manufacturer: UK Distributor: Revell® Binney & Smith (Europe) Ltd, Ampthill Road, Bedford. MK42 9RS
Tel: 01234 360201 **Fax:** 01234 342110

Pfalz E1



Technical Data

Manufacturer: JMG T
Scale: 1/48th **Price:** £TBA
Status: New Tooling ✓
Panel Lines: Engraved ✓
Fabric Effect: Raised ✓
Type: Resin, White Metal, Etched Brass & Vac-formed Plastic
Parts: Resin 11, Metal 7, Vac-form 1, Etched 15 **Decal Options:** 1
Manufacturer: JMG T, 71 Grande Rue, 95760 Valmondois, France
UK Source: Hannants

The Kit

This is an impressive mixed-media production, using resin for the main airframe parts, vac-formed plastic for a nice thin cowl and white metal and brass for the undercarriage and smaller details. The resin used is very good quality and I found only two tiny air bubbles; one in the cockpit which was hidden by the seat, and one at the tip of the rudder. Surface detail on all parts was neat and crisp.

Instructions

A 50/50 mix of French and English, best described as basic, but adequate. The drawings and construction diagrams are clear enough to anyone with experience of building WW1 aeroplanes but some additional reference, such as the Windsock books mentioned in the instructions, will be helpful.

Construction

Assembly is very straightforward. The breakdown of parts is such that there are no join lines to sand down or gaps to fill. The rear fuselage is cast in a solid piece producing an accurate box section with sharp corners. All the resin parts are superb and need very little cleaning up. Two vacform cowlings are provided, in case of any slips with the knife.

I only had one problem with the construction and that was with the wing to fuselage join. After a dry run to check the fit, the locating pegs broke off so I had to drill holes for small sections of plastic rod to reinforce the join. The tailskid supports are in etched brass and quite fragile but they can be strengthened with a coat of superglue.

I was surprised to find that the etched brass fret didn't include the jacket for the Spandau machine gun as I would consider it pretty well essential in this scale. A white metal gun, no matter how well cast, just doesn't look as good.

The kit goes together very quickly and easily. I think I spent more time cutting out and sanding down the vacform cowl than I did on the rest of the assembly. Even the undercarriage went on first time and lined up

just right, with a slight forward rake. I glued on the elevators in a slightly drooped attitude to give the model some character.

Accuracy

Windsock Datafile 59 'Pfalz E.1 - E.VI' has the wingspan at 9.26m and the length at 6.30m. Using my trusty calculator to divide these by 48 resulted in figures of 193mm for the span and 131mm for the length. The kit was absolutely bang on! The Pfalz E1 was an exact copy of the Morane Type H and the etched fret contains the Morane logo should you wish to build the French version.

Colour Options

Only one. The standard finish was clear doped fabric areas with black nose panels, cowlings, undercarriage, pylons and wheels. Most Pfalz monoplanes were covered in bleached fabric and appear a very light colour in photographs. The kit instructions suggest painting the model white but I went

for an off-white ivory shade, weathered with yellow and brown pastels. Colour notes for the cockpit interior and other detail parts are provided.

Decals

Just a selection of black crosses and lots of black stripes. This was the most tedious part of the model. Putting on the black trim takes ages. My usual method is to slap on plenty of Johnson's Klear and I had no problems with the kit decals, they didn't wrinkle up at all, (I had a few strips left over where the backing paper was starting to dissolve, so don't over soak them).

Conclusions and Recommendations

Excellent. Spot on in scale and appearance and one of the easiest models I've built. Highly recommended.

Thanks to JGMT for the review sample

Ed Smith



Eurocopter HAP 'Gerfaut'



Technical Data

Manufacturer: Aeroplast **Scale:** 1/72nd
Price: £TBA **Type:** Injection Moulded Plastic
Parts: Plastic 73, Clear 1
Decal Options: 4
UK Source: Pol Models
 Tel: 0181 992 5106 Fax: 0181 932 2238

The Kit

This is a new kit of the French Army version of the Eurocopter Tiger, the HAP 'Gerfaut' battlefield helicopter. It is moulded in light grey plastic with no flash, but prominent mould lines need to be removed. There are some fine panel lines along the main fuselage, but there are also rows of oversized rivets on the tail boom and around the cockpit. The sprues include the HOT and Mistral missiles and the 20mm chin-mounted machine gun found on the French version, as well as the mast-mounted sight and Trigat missile system, suggesting there may be a follow-up kit of the German PAH 2 version planned.

Instructions

The instructions consist of a single A3 sheet folded into a four-page booklet. The front page shows the layout of the decal sheet and the positioning of all the decals common to all versions. The interior pages give a useful sprue plan, the colour scheme options and the positions of the decals specific to them. The painting guide gives the relevant numbers for Humbrol enamels, but there are no equivalent 'FS' or 'BS' colour references given. The back page covers construction.

Construction

This is a fairly simple kit to build. The cockpit includes seats, basic instrument panels and cyclic controls, but nothing else. The fit of the fuselage halves is generally all right but they don't match all the way round. Fortunately, the worst of this can be confined to the underside where it won't be so noticeable. However, the main problem areas during construction are the cockpit canopy and the exhaust outlet diffusers. Firstly, the one-piece canopy will not fit without a great deal of careful filing to adjust its shape to match the opening. Where this shows up most is the point at which the front of the canopy meets the end of the nose fairing, where the canopy should fit flush, but doesn't. The three-part exhaust cover assembly also has problems, firstly matching up the parts themselves and then the whole lot to the fuselage. The base of this section should fit over the tail rotor-shaft cover and meet with

the fuselage sides, but it doesn't, leaving a large gap either side when viewed from above. The engine intakes are just open holes with no moulded intake grills or internal central bulkhead, so you can look straight through and out the other side of the engine bays!

The rotorhead detail is a little basic and the whole assembly wobbles about if not cemented into place. The rest of the construction is simple and problem-free.

Accuracy

The look of the finished model is generally good, but it seems to lack some of the subtle curves of the real aircraft. The dimensions are good, with the 42ft 7 inch rotor diameter reduced down to 7.05 inches, the 45ft 11 in. fuselage length reduced to 7.6 inches and the height of 12ft 6 in. scaled down to 2.1 inches. Dimensions were taken from Air International magazine, July 1996.

Colour Options

The colour options are all for French machines including two overall black prototypes registered F-ZWWU and F-ZWWW. There is

also a three-colour 'A.L.A.T.' camouflage scheme and one in 'desert sand' and tan.

Decals

The decal sheet provides all the stencilling, titles, insignia registrations, etc. for all the options offered. The decal film is quite thin with a semi-gloss finish and the depth of colour and quality of the printing are good. They conform well to the surface contours of the model without the use of any decal solutions, except where they have to cross the over-sized rivets, where the carrier film shows up.

Decal Rating = 9/10

Conclusion and Recommendation

Basic construction is fairly straightforward and it does produce a quite solid little model, but there are too many areas requiring attention to make it into a good model. There are other, better, versions available in this scale and I cannot, therefore, recommend it.

My thanks to Pol Models for the review sample.

Fred Tooke



Nakajima Kikka



Technical Data

Manufacturer: MPM **Scale:** 1/72nd
Status: New Tooling ✓
Panel Lines: Engraved ✓
Fabric Effect: Raised ✓ **Price:** £7.50
Type: Limited-run Injection Moulded Plastic & Etched Brass
Parts: Plastic 29, Etched 19, Clear (Inj) 1
Decal Options: 1
Manufacturer: MPM Ltd
UK Source: Hannants

The Kit

MPM is a familiar name to most modellers. They produce what are in my own personal opinion some of the best limited run injection models on the market. When I was sent this model to review I must admit to being a little excited.

Moulded in a good quality light grey plastic MPM's model of the Kikka is a little gem.

Construction

As with other MPM kits the order of construction is well laid out in pictorial form

over a series of six stages. Construction starts with the cockpit interior, this consists of a mixture of plastic and etched brass parts. For a model of this size the interior is well furnished. All of the interior is fitted into place and the two fuselage halves are then joined, but before this is done one small job needs to be attended to: the support for the nose wheel oleo! This to be honest is the only aspect of this kit that I feel lets it down. MPM suggest putting a piece of plastic rod between the two fuselage halves to attach this oleo to, I would have preferred MPM to have supplied some form of moulded box insert. I didn't use the rod idea but fashioned a nosewheel bay from plastic card instead; I would strongly recommend this action.

The rest of the kit can then be assembled according to the instruction sheet. Very little can actually be said about the construction as it is so straightforward, all that is needed is a little care.

Accuracy

According to the information contained in the new ModelArt special on the Shusai and other Japanese jets the model scales out and looks very accurate.

Colour Options

The colour options given in the kit are for the first prototype and a fictitious aircraft from

the 724th Kokutai. Both aircraft are painted in dark green upper surfaces with light grey lower surfaces.

Decals

The small number of national markings and stencils included are all well printed and adhere without any problems.

Decal Rating = 9/10

Conclusion and Recommendation

If you have never tried a so-called limited run kit before then try this one out. Apart from the silly idea for the nosewheel oleo this model is

very simple to build. The only area that may cause some people (like me) problems is folding that etched-brass stuff, in which case you can do what I do on nearly all occasions and replace it with plastic card. Overall this is a great model to build, is quite significant and would look good in your collection. One thing that did catch my eye was how small it is compared to the Me 262.

A very highly recommended kit, well done MPM.

My thanks to MPM for the review sample.

Peter Fearis



Sopwith 'Navy' Pup



Technical Data

Kit: Sopwith 'Navy' Pup **Price:** £15.30
Manufacturer: Flashback **Scale:** 1/72nd
Status: Revised & Updated Eduard Kit
Type: Limited Run Injection Moulded Plastic, Resin, Metal, Etched Brass & Acetate
Decal Options: 2
Parts: Plastic 13, Resin 14, Metal 2, Etched 62, Acetate 1
Manufacturer: A.M.C. PO Box 79, 274 01 Slany, Czech Republic.

The Kit

This model consists of the usual Eduard injection parts, moulded in soft grey plastic, and high quality etched brass. Excellent resin parts are supplied for the cockpit interior (including a flare pistol and spare drums for the Lewis), the landing skids, the cabane struts and a very nicely cast Lewis gun. A large and comprehensive decal sheet is provided along with an acetate film for the instrument panel. The plastic parts are well moulded, with good rib detail, but suffer from prominent injection towers and a considerable amount of flash.

Instructions

The instructions are an A3 double-sided sheet,

printed in Czech and English, and well illustrated. Construction is broken down into five stages, as well as a very useful (when I get round to it!) rigging diagram.

Construction

Once the plastic parts are cleaned up, construction is relatively straightforward, although there are some problems. Stage 1 is the attachment of the piston ring to the nicely cast white metal 80hp Le Rhône. I could not get a satisfactory fit with this part and eventually gave up, adding the piston rods out of wire. Stage 2 is the construction of the cockpit, which proceeded smoothly, although Flashback could have given slightly better indication of where the etched frames for the side should go. The fuselage halves go together very well and needed only a few strokes with the wet-and-dry to completely remove the join. One area where the fit is not as good here as on other Eduard kits is the join between the lower wing moulding and the fuselage, which necessitated a fair amount of subtle carving of the fuselage at the wing root to get the wing moulding to sit flush. There is also a considerable gap between the front of the wing moulding and the underside of the nose panel on the fuselage, which needs filling and sanding. Once this problem was solved, the further construction stages presented no problems. Fitting the top wings requires patience, but is otherwise easier than on many biplane kits; you should drill out the location holes a little, to provide a positive fit for the struts. The wheels need to be drilled to accept

the steel pins which are used as axles. Whilst I was building the kit, I detached the ailerons, the elevators and the rudder to allow them to be re-attached at a slightly more natural pose for an aircraft sitting on the ground. You have the option of adding the resin landing skis (N 6438), or a conventional wheeled undercarriage (Dunning's aircraft).

Accuracy

The dimensions quoted in the aircraft profile for the Pup are: length 19ft 3.75 inches, span 26ft 6 inches. The kit is as close to these as makes no odds, and certainly captures the rather dainty appearance of the Sopwith fighter.

Colour Options

Flashback give you two options, one for N6454, the machine used by Dunning on his historic first landing on HMS Furious; and N6438 'Excuse Me!' also attached to HMS Furious in 1917/18. Dunning's aircraft, which I chose, is finished in standard Khaki Drab, with the fuselage sides, and all undersurfaces in clear doped linen. One can use many colours to represent Khaki Drab (RFC PC10), depending upon the age and condition of the aircraft concerned. For this machine I used Humbrol Matt Dark Earth (29) from an aerosol can for the wings, tail surfaces and fuselage decking. The wooden coaming around the cockpit was represented with some spare plywood decal from the Eduard Hansa-Brandenburg 'Star Strutter' kit. The undersurfaces were airbrushed in Xtracolor clear doped linen (X21), and the remainder of the aircraft finished by brush. The white metal cowling can be polished up to give a high sheen.

Decals

You get one set of national insignia, plus the serials for the two different aircraft. The decals are nice and matt, and very thin. They went on well with decal solvents, and are very accurately printed - no misalignment of roundels! The model was rounded off with a thin coat of satin varnish.

Decal Rating = 9/10

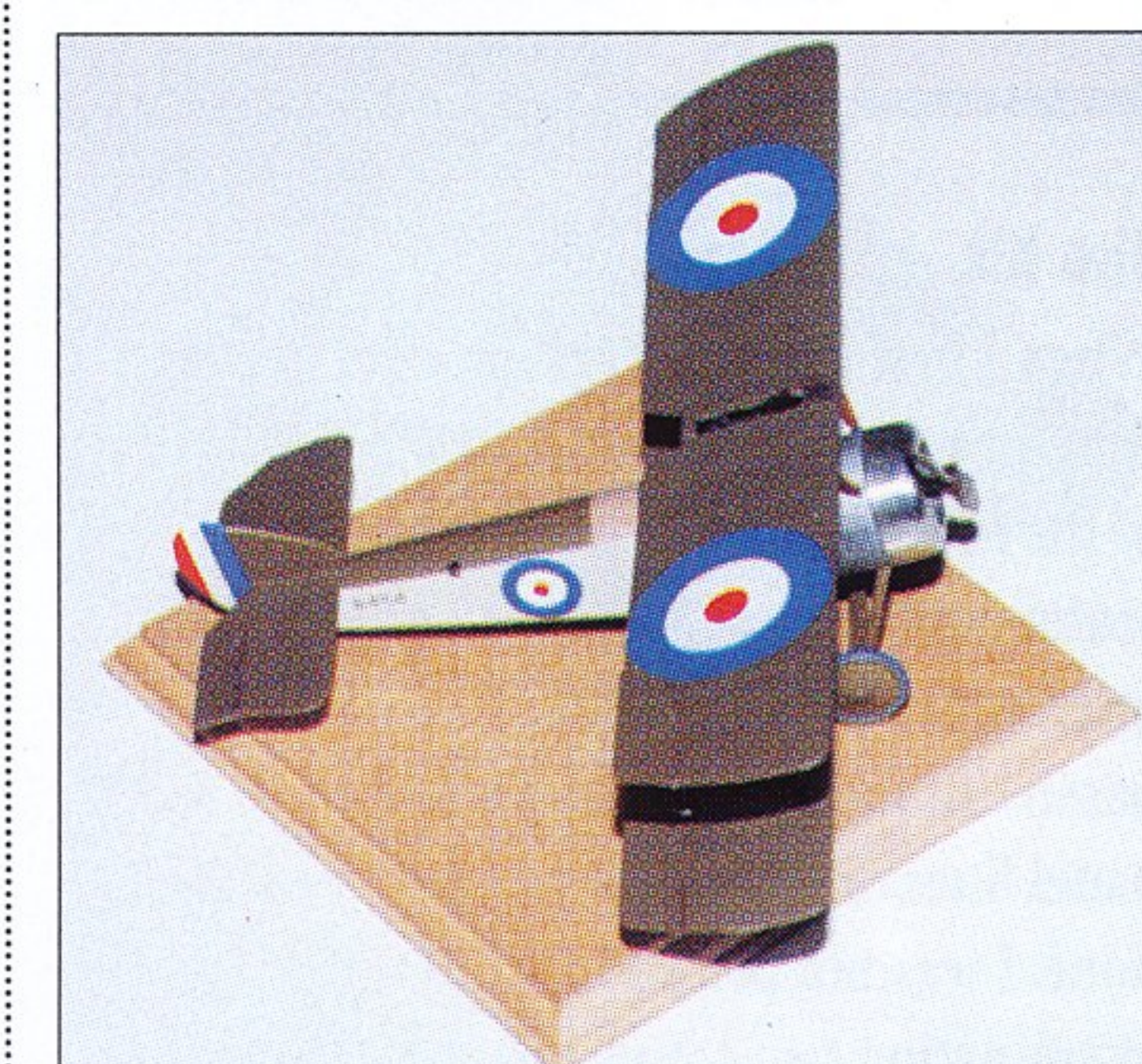
Conclusion and Recommendation

This is a nice kit, and will give you a Pup rather different from the normal 'Western Front RFC' ones. It is not totally problem free, as shown by the problems I had with the engine and the fit of the lower wings, but anyone familiar with Eduard kits should have no problems here. I would certainly recommend this kit.

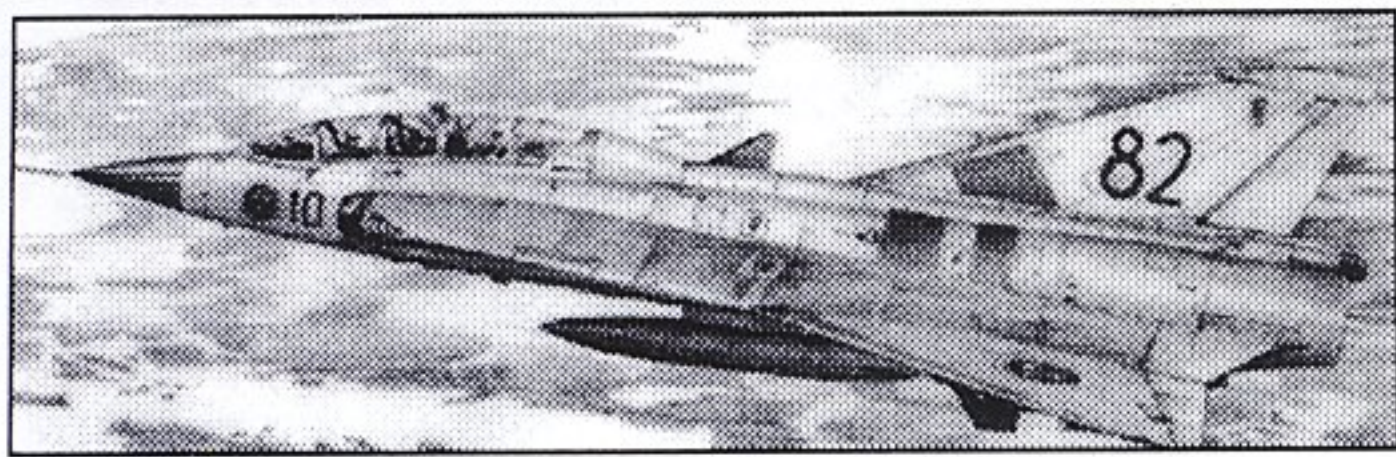
My thanks to Four Plus UK for the review sample.

Charles Dinsley

(Flashback have recently been renamed and their products will now be marketed under the 'Arthur' label - Ed)



Saab Sk 35C Draken



Technical Data

Manufacturer: TOP GUN **Scale:** 1/72nd
Price: £TBA **Type:** Resin & Vac-formed Clear
Parts: Resin 57, Clear 2 **Decal Options:** 1
Manufacturer: Salon Modelarski TOP GUN,
 81-385 Gdynia, Krasickiego 12/7, Poland.

The Kit

This resin kit of the now elderly Swedish operational trainer arrived packed in a plastic bag with two vacformed canopies and the decals in separate bags. At first glance one could be forgiven for thinking that this is an injection moulded kit such is the fine detail and lightly recessed panel lines. The fuselage, which is hollow, is split horizontally and includes the air intakes and wing root sections; the outer wing panels and tail/rudder assemblies are all one piece mouldings. Ejection seats, undercarriage and cockpit details are very finely represented and two drop tanks, pylons and parts for other versions of the Draken are also included.

The Instructions

The instruction sheet, which also serves as the 'box art' consists of a single A4 sheet. One side has a very good four view drawing of the aircraft, showing the position of the Swedish national markings but no unit markings. On the reverse of the sheet is an adequate exploded drawing of the model parts and a small illustration of the aircraft in flight, but no text whatsoever.

Construction

Assembly is relatively straightforward except that superglue adhesive should be used. Some filling was necessary around the joints and panel lines had to be restored where sanding had removed them, but this is no different than would normally be required on an injection moulded kit. The two vacformed canopies are a bonus since the first attempts at trimming invariably go wrong! I didn't fit the drop tanks as no indication of their location was given on the instructions, although I understand that they should go side by side under the centre fuselage.

Accuracy

According to my copy of The International Directory of Military Aircraft the wing span of a full size Draken is 9.40 metres, the model span was 131mm, this is less than .05mm too big which in my book is near as damn it spot on! The length was also accurate.

Colour Options

As I stated earlier, there are no references to markings or colour on the instruction sheet, so I chose to finish my sample in accordance with the small illustration. This shows an aircraft of Flygflottilj 10 of the Swedish Air Force in what appears to be an overall silver finish.

The model was sprayed with Holts undercoat grey, and any further filling and sanding completed before a final undercoat. Three coats of Humbrol 'Just Spray' (a household acrylic paint) was applied overall and this gave a silver coat with a gloss finish. The cockpit interiors were painted medium grey and the seats in light grey with the cushions and webbing in various shades of olive. I painted the

intakes red to add a little colour.

Decals

The decal sheet contains one set of six standard Swedish national roundels and another set in low viz grey, one black and one low viz set of numerals and a selection of larger red numbers. A selection of warning markings and logos for a Saab Gripen are also included and I suspect it was for this aircraft that this sheet was originally designed since most of the markings are too small for the Draken. The decals are extremely thin and when attempting to transfer them to the model most of them disintegrated beyond repair and I was left with no alternative but to revert to my own source in order to complete the model. Humbrol Decalfix was used to settle the decals and they adhered very well to the silver paintwork.

Decal Rating = 2/10

Conclusion & Recommendation

A very attractive model of a very attractive aircraft. The detail and recessed panel lines are first class and assembly was fairly straightforward with no major problems. Some of the smaller complicated parts such as the undercarriage units had suffered a little

damage and would have been better produced in white metal and packaging could also have been improved to protect the contents. The inclusion of a spare canopy was a bonus, but thicker material could have been used to produce them, as they were extremely flimsy. I would have liked to have seen full painting details, the only reference was a tiny illustration on the instruction sheet. The decals were all but useless, which is a pity since not only do they mar what is otherwise an excellent kit, but the extra numerals and markings would have been a useful addition to the decal bank.

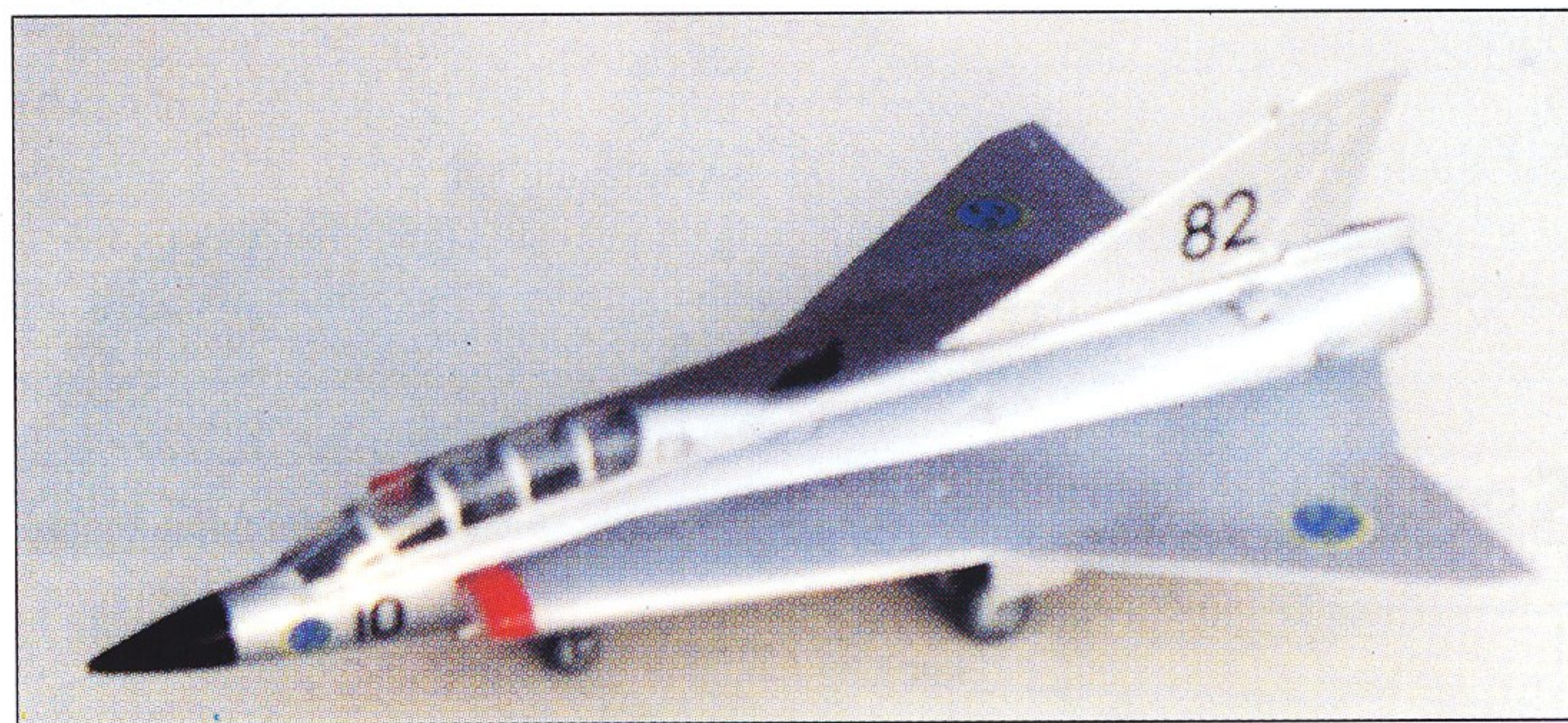
This is not a kit for beginners, but for anyone with a little experience of injection moulded kits and wishing to tackle their first resin model I would highly recommend this kit provided you had an independent source of suitable decals.

My thanks to Top Gun for the review sample.

Tony Clayton

Tony's Tip

Where two canopies are provided and you trim the first one a bit too much, fit the good canopy over the bad one and use it as a guide to trim correctly.



Messerschmitt Me 262B-1a/U1



Technical Data

Manufacturer: Revell® **Scale:** 1/72nd
Status: New Tooling ✓ **Price:** £2.95
Panel Lines: Engraved ✓ **Fabric Effect:** N/A
Type: Injection Moulded Plastic
Parts: Plastic 54 Clear 1
Decal Options: 2
Distributor: Revell®, Binney & Smith (Europe)
 Ltd, Ampthill Road, Bedford, MK42 9RS.
 Tel: 01234 360201 Fax: 01234 342110

The Kit

When I first heard of this kit, I got excited. When I saw it, I was ecstatic! This all-new kit of the Messerschmitt Me 262B-1a/U1 two seater equipped with FuG218 Neptun V intercept radar and FuG 350 Naxos 2C passive homer is wonderful. The engraved panel lines and detailed interior are so well done. I was not pleased to find upon examination two small and deep ejector pin

marks right in the sidewall of each tyre, plus a few more less noticeable ones elsewhere. The light grey plastic parts were flash free otherwise. The one-piece cockpit canopy was nice and clear, if on the thick side. Also it was loose, in with the other parts, and thus prone to scratches. There are two unwanted parts included on the kit sprues.

Instructions

The usual step-by-step fold out instruction sheet we all expect from Revell is provided. All detailed work such as the opening up of flashed-over holes, options and the 'during construction' paint work are well illustrated. The final paint work and decal placement, with all the myriad of small stencil markings involved, is clearly shown for three different aircraft. One of these is an aircraft that has undergone an emergency turbine change and this is indeed very interesting and unusual to find in a kit-supplied guide, especially in a kit of this price! All colours are given as RLM numbers as well as from the Revell range of paints.

Construction

Firstly I made up the two cockpit tubs which are wonderfully detailed, and once painted

RLM 66, beg to be black-washed and dry brushed. There are no decals for the two instrument panels, but care and a steady hand gave me excellent results with a bit of paint. I did add two sets of seat belts from the Reheat range as the ones moulded in to the seats are very indistinct. The two completed tubs were then glued together. Before adding the finished unit to the fuselage half, I had to open up a number of flashed-over holes; for antenna, tail skid, the two Schloss 503A-1 Wikingschiff racks for the under-nose drop tanks and for the radar arrays. (One could forgo the latter pair of holes to convert the model to the two-seater trainer, but I am deviating from the kit a bit here!) I painted the fuselage interior RLM 66 and then added the aforementioned cockpit unit. Next I joined the two fuselage halves together. I added about 12 grams of lead to the nose; aware that the nose wheel bay and its associated nose insert would take up lots of room. Take care at this point, for the nose insert and wheel-well bay will not fit if you get it wrong! I then made up the wings, and painted all the wheel wells RLM 83. Care is required in fitting the wings to the fuselage, as the fit is quite tight but clean. No filler was needed at all. All the undercarriage doors need cutting into pieces, the cut lines being well marked on the instructions as well as on the parts. This done, I made up the undercarriage after painting the undercarriage legs and

inside face of the doors. I made the two JUMO turbines next, but did not glue them in place yet as they need to be painted RLM 22 all over, whereas the upper wing surfaces are splinter pattern. The tailplanes, tail skid, upper decking piece, and racks were added next. The new upper decking part should have had two location holes in the top for the mast and the loop antenna. My part had no holes, so I had to use a pin vice and fine drill to make some so that these parts could be fitted. I made up the two drop tanks and glued these into place. These were a very sloppy fit due to the tiny location pin. After painting the model, I added the pre-painted turbines and radar arrays. I was forced to open up the location holes for the radar with my set of fine broaches, as they require a larger hole than usual which is also at a slight angle. I finished off the model by adding the cockpit canopy. This was a perfect fit and I used my usual Clearfix to glue it into place. I did attempt to fill the inner face holes in the tyres but gave it up as a bad job in the end. The final touch was to run the radio aerial using monofilament. One thing did puzzle me, that hole dead centre of the nose! Was it meant to be there? It is in the correct position to represent the nose camera gun of all the Me262 family. Anyway, I left it unfilled to represent the camera gun on my model! (I suspect this is for the cannon to be installed in the forthcoming (?) photo-recce version -Ed)

Accuracy

In my reference books, length is given as 34ft 9in and wing span as 40ft 11in. The model scales out at a length of 34ft and wing span of 41ft. This is superb! Also in comparing the model with photographs in my book "German Aircraft Markings 1939-1945", it looks right in every respect. My other references were "Warplanes of the Luftwaffe" and "Aircraft of the Axis Forces WW2".

Colour Options

There are three colour options for aircraft of 10/NJG 11 Kommando Welter from April to May 1945. All have undersurfaces painted RLM 22 and a fuselage of RLM 76 with a mottle of RLM 74. One has the same on all the upper surfaces as well, the other two have upper surfaces in splinter pattern RLM 81/RLM 82 plus a red tip to the nose. I chose this scheme to finish my model in. As usual, I used the Luftwaffe Warbirds Acrylics colours from AeroMaster with the odd touch of silver from Tamiya Acrylics.



Decals

The usual markings are included and lots of stencil marks, but no swastikas so these came from the spares box. I used the stencilled-on type as this is correct for Me 262B-1a/U1 aircraft. All the supplied decals were well printed with excellent density and registration. They went on quite

well but I did find a lot of gunge came off them in the water - a flaw with all Revell decals. I spent a whole evening placing the decals on the model only to find that the red ones all vanished when placed on the RLM 22 black paintwork! I was not too pleased I must say and obviously skipped the black on black stencils! A light silvering was noted,

even with the use of MicroSol and MicroSet solutions. There was no adverse reaction to these solutions, by the way.

Decal Rating = 7/10

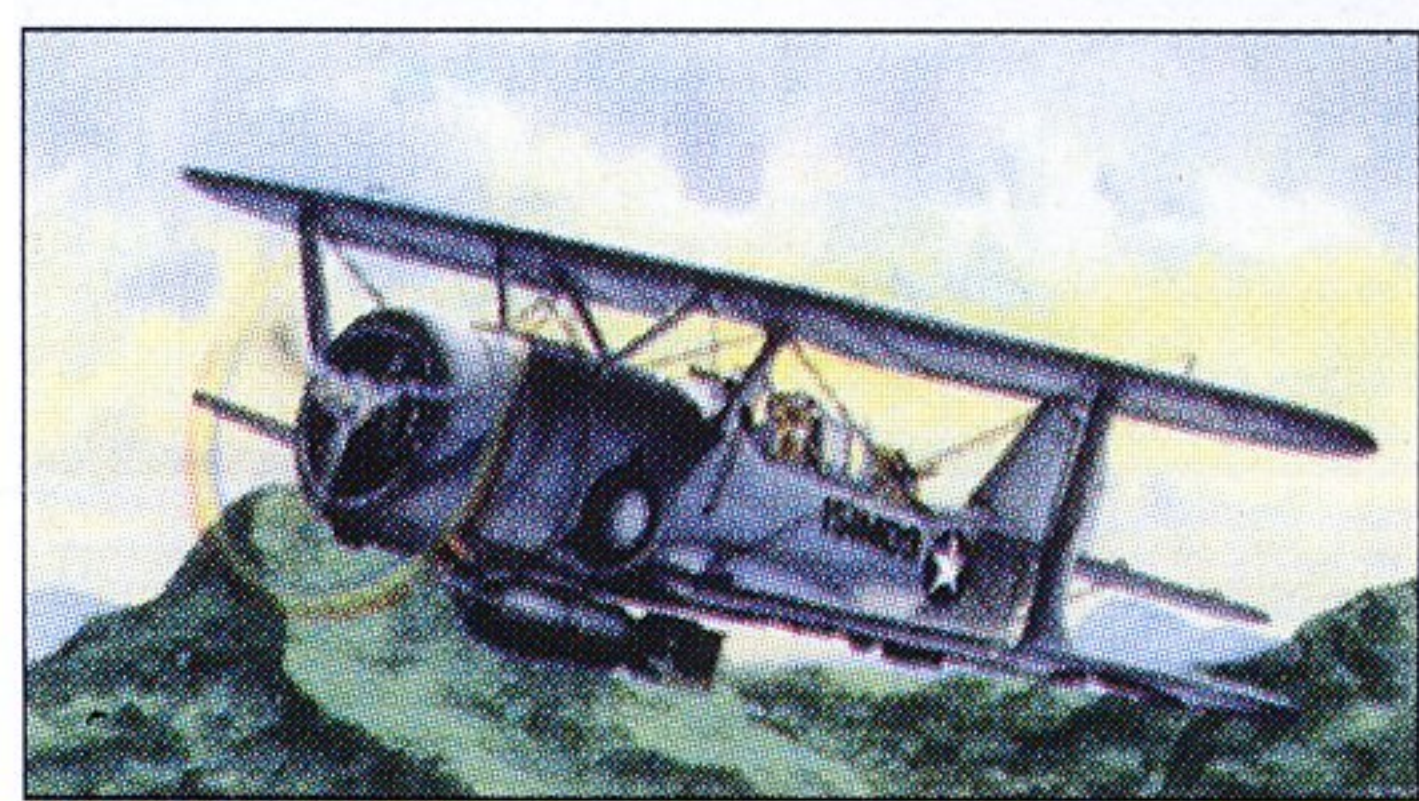
Conclusion and Recommendations

What a fine kit this is from Revell, but with a few flaws. Those ejector pin marks, the tight fit of the wings, the placement of that lead shot and sloppy location and fitting of the drop tanks. Otherwise, it is superb. I now have a very pleasing Me 262B-1a/U1 on my shelf that was a joy to build. How do Revell do it? So much modelling satisfaction for pin money? I really do urge you to dash out to your model shop and buy a stock of these. I have, especially with three paint options and a minor 'leave it off' conversion to be had for so little money! Most strongly recommended without reservation to all readers.

My thanks to Revell® Binney & Smith (Europe) Ltd. for the review sample.

Dr P.R. Newell

Curtiss SBC-4 Helldiver



Technical Data

Manufacturer: Classic Airframes
Scale: 1/48th **Price:** £29.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited Run Injection Moulded Plastic, Resin, Etched Brass & Vac-formed Clear
Parts: Plastic 38, Resin 33, Etched Brass 32, Acetate 2, Clear 2 **Decal Options:** 2
Manufacturer: Classic Airframes, Bringuier Aviation Products, PO Box 577580, Chicago, IL 60657-7580, USA.
UK Sources: Four Plus UK & Hannants

The Kit

My first thought on receiving this kit for review was what good box art it had, and upon opening the box things didn't go down hill; in fact, if anything they got better. The kit contains 35 grey injection moulded parts with a good level of detail, recessed panel lines and a small amount of flash. Some of the mould gates have blended in with the smaller parts and they will therefore need careful cleaning up. The model also contains 33 excellently moulded resin parts, two vac-formed canopies and an etched-brass fret containing 32 parts made by Eduard, all in separate bags which I think is a nice touch.

Instructions

Two sheets of instructions are given, one of which gives a short history of the aircraft and two three-view colour options. The other larger sheet gives a full parts listing for all four mediums contained within the kit and thirteen construction diagrams which contain good clear detail plus a painting

guide for the construction as it progresses. The construction sheet also contains two diagrams to guide you through the rigging process, letting you know which are single or double wires and this is very useful especially if you're short of reference material.

Construction

The first six diagrams on the construction sheet are spent just on the internal detail. This is of an excellent standard containing side walls, seats with all seat belts, brass instrument panel, resin radio for the rear cockpit and an excellent level of detail for the two bulkheads surrounding the wheel well. I would advise spending a lot of time on this part of the construction as most of the detail is visible when the model is complete.

The main fuselage was built next and, as ever, I sanded it down like a vac-form to get good mating surfaces. This meant that when they were brought together, no filler was needed.

The resin engine came next and is in eleven resin parts, moulded as well as any aftermarket product. It was an absolute joy to build and paint.

I now moved onto the lower wing which comes as a one-piece moulding. This did need some filler on the undersurface join, but the upper surface was filler free. The upper wing comes in two pieces; upper and lower, and they went together well. When I looked at them after construction however, I felt that the wing is too deep, so I would suggest sanding them down a bit before gluing them together. The recesses for the struts are very small and shallow so I opened these up a bit more to allow a stronger bond between the wings and struts. Next comes the main landing gear which is probably the most difficult area of the kit in that the instructions are a little vague in their positioning of the parts, which in turn don't fit as well as most other areas of the kit.

Numerous dry runs are definitely a good idea here. The last main part is the canopy which just needs some careful cutting with a sharp scalpel before fitment. I did find that the radio in the rear cockpit sat a bit too high to allow the canopy to fit properly, so some adjustments were needed to rectify this problem. I would therefore suggest cutting the canopy early on in the construction so that you can check the fit of the cockpit equipment and adjust it accordingly.

Accuracy

The specifications for the SBC-4 according to the Squadron Signal 'Helldiver in Action' are span 34ft and length 28ft 2in. The model scales out to a span of 34ft 3in and a length of 27ft 6in which is close enough for me and the model certainly captures the look of the original.

Colour Options

The kit comes with two options, the first being from VMO-151 serving in Samoa in 1942, and this is in a USN Blue Gray (upper surfaces) and USN Light Gray (lower surfaces) scheme. The second option, which I decided to go with, is for the Aeronavale. These aircraft were never actually received before the French Government capitulated, so

they were left to rot in Martinique. I used Humbrol 129 (Satin US Gull Grey) and 116 (Matt US Dark Green) for the upper surface grey and green respectively and Aeromaster 9082 for the lower surface blue.

Decals

The decals are made by Microscale, they have a gloss finish and very little carrier film. I applied them over a layer of Johnson's Klear and they adhered to this very well with no adverse effects. Even the white was completely opaque to the paint underneath.

Decal Rating = 9/10

Conclusion and Recommendation

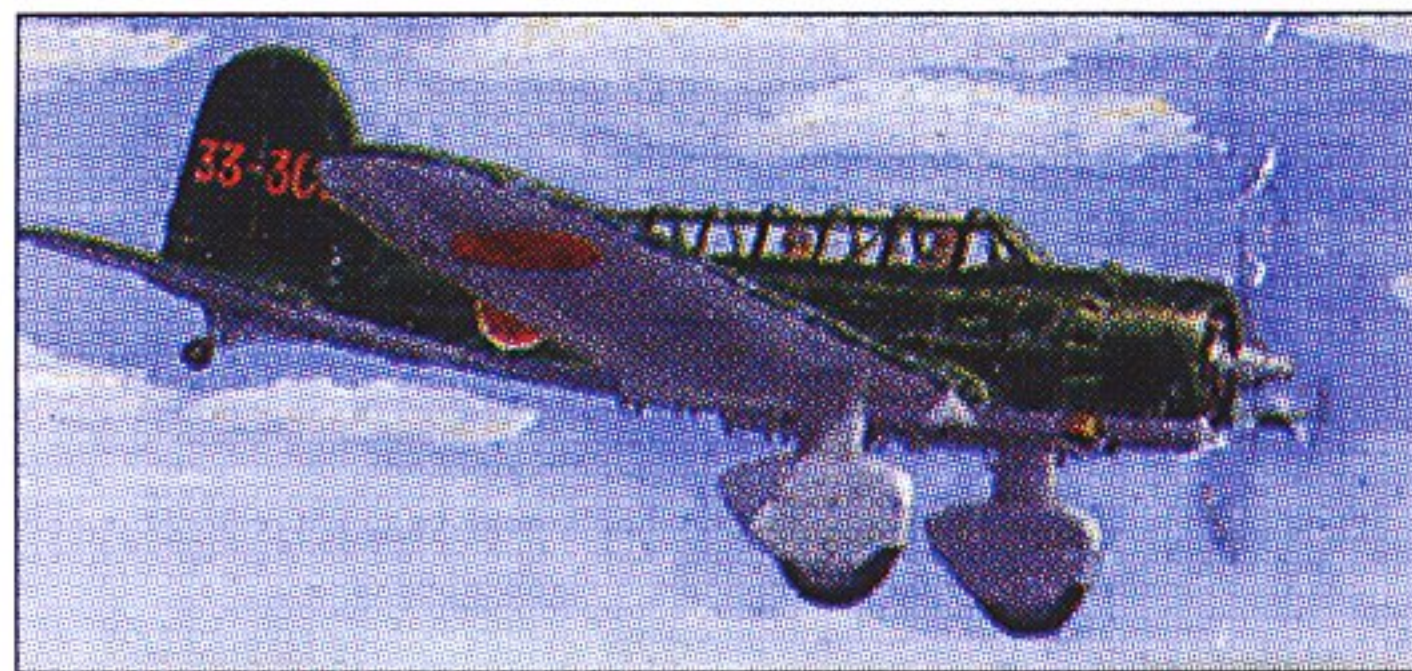
This is one of those aircraft that I've always liked but never thought would be made in 1/48th scale so I was really pleased to receive it. After building the model I must say it's been thoroughly enjoyable with very good quality moulding and excellent detail. It's one of those kits where the extra time spent building it will really pay dividends in the end result. I wouldn't recommend it to the novice but anyone who's made a few mixed media kits should find this a joy to make.

My thanks to Classic Airframes for the review sample.

Stefan Good



Mitsubishi B5M1 'Mabel'



Technical Data

Manufacturer: AML **Scale:** 1/72nd
Status: New Tooling ✓
Panel Lines: Engraved ✓ **Fabric Effect:** ✓
Price: £8.50 **Type:** Limited Run Injection Moulded Plastic & Vac-form Clear
Parts: Plastic 67, Clear 2
Decal Options: 1
Source: Hannants (See AeroMaster advert for details)

The Kit

All the parts are on two sprues with each part being identified by an illustration on the instruction leaflet.

The plastic used for this kit is quite soft and you will find this quite useful in the construction stages. The quality of the mouldings is quite acceptable, but all the parts will require some degree of cleaning up. Surface details comprise fine engraved panel lines.

Construction

The assembly of this model follows a set of

eleven stages, but unlike other kits they appear to be random. Stage 1 is the cockpit interior, this is then followed by the engine ordinance, wheel spats and wings before you return to the cockpit. This does seem a little strange to start with but do not be put off. Stage 7 is the assembly of the wings. All of the wing interior surfaces will require a considerable amount of sanding to give better trailing edges. This task alone occupied me for several evenings but it is essential! Stage 8 is adding the interior and engine assembly to the fuselage halves. This will need several dry runs to achieve a good fit. Once the interior is added the rest of the assembly is quite straightforward provided you take care and do a lot of dry runs.

Accuracy.

According to Rene Francillion's book, the B5M1 should have a span of 15.3m and a length of 10.234m. The model scales out well against these dimensions; I do however have one slight problem with this kit! No matter how much I look at the finished model, the profile of the cowl area just does not look correct.

Colour Options

Only one option is provided in this kit, the aircraft being from the 33rd Kokutai. The colours are light grey on the lower surfaces and dark green upper surfaces.

Decals

This is one part of the kit that I would advise you to replace. Do not get me wrong, they are very well printed but are incorrect. I used them on the review sample but the major items will need to be replaced. The upper wing Hinomaru are too small by about 25% and the fin codes are the wrong style. This is not acceptable, as this is probably the most photographed Mabel of them all.

Decal Rating 8/10 for quality, 1/10 for accuracy (the Hinomaru are red).

Conclusion and Recommendation

Being a limited-run kit this model must be looked at within certain criteria. As a model for a beginner it is certainly unsuitable. For an

enthusiast who requires one for his collection it's not too difficult to tackle. All that this kit needs is a little care and patience. I think that maybe one day I will build another in natural metal, after all it is quite attractive when finished. I would recommend that if you build this kit, treat it as a long term project, that way you will not get fed up with all the dry runs and sanding.

Recommended for the more experienced.

My thanks to Hannants for the review model.

Peter Fearis

PS If you see a Mitsubishi B5M1 advertised from Hasegawa don't be tempted, it's the same kit, just re-boxed.



Yakovlev Yak-15



Technical Data

Manufacturer: Czech Model **Scale:** 1/48th
Panel Lines: Engraved ✓ **Price:** £TBA
Type: Limited Run Injection Moulded Plastic, Resin and Vac-formed Plastic
Parts: Plastic 31, Resin 16, Clear (Vac-form) 2 **Decal Options:** 3
Manufacturer: Czech Model, c/o Squadron Products, 1115 Crowley Drive, Carrollton, Texas 75011-5010, USA
UK Importer: Pocketbond Ltd

The Kit

This new tooling of one of the USSR's first post-war jet fighters is made up of 31 light grey parts, two identical vac-formed canopy transparencies and 16 resin pieces. The larger plastic components have a heavy feel about them, but on the whole are cleanly moulded with only a little flash. The moulding is crude in places, however, and smaller parts do need some cleaning up. There's a minimal level of surface detail of engraved panel lines, but then it was a simple plane in design. The resin parts, including cockpit interior, engine accessories and bulged wheels, are highly detailed and just need to be cut away from their bases, cleaned and sanded.

Instructions

These certainly are high quality. They come on four large sides and the 5-stage assembly instructions are clearly drawn. Especially useful are the close-up detail boxes showing correct alignment angles and the complex sub-assemblies. There's a black and white photo of a "Feather" and short description of the type, explaining that the Yak-15 was essentially an adaptation of the Yak-3 prop-driven fighter mated to the jet engine from the Me 262. Finally there are painting instructions complemented by colour illustrations on the back of the box.

Construction

The parts to this kit aren't numbered, but as there are relatively few of them this doesn't present too much of a problem. Construction gets off to the usual start of assembling the cockpit but with the addition of attaching the jet exhaust to the underneath of the cockpit flooring as well. There are no locating lugs or holes for the main fuselage halves, and one of the halves was slightly warped outwards, so the fuselage alignment has to be precise and well-cemented. A two-part wheel-well assembly needs to be fitted onto the lower wing half before the top wing half is fitted. I found later, when it came to attaching the main undercarriage legs into a wheel-well socket, that the wheel-well rear wall had to be fitted in exactly the right position, as shown in the assembly diagram. The joins for all the main components, fuselage halves, tailplanes, wings and fuselage-wing, required a little filler, especially the fuselage undersides.

Accuracy

Czech Model and Squadron/Signal both give

the Yak's wingspan as 30ft 1.25in and length at 28 ft 9.75in and both these dimensions scale up in measurement almost exactly. Looking at photos of the real aircraft, I found that the correct 'sit' of the plane was achieved only if the tailwheel is fitted so that it doesn't protrude too much.

Colour Options

Camouflage and squadron markings for three aircraft are provided: an overall red-painted plane of the Soviet air display team of 1948, a Yak in 1947 fighter service in overall light grey (FS 36375) and another in upper surfaces green (FS 34108) and lower surfaces light blue (FS 35526). I opted for the light grey option and matched it to the nearest Humbrol equivalent.

Decals

The decals are excellent; thin but with a rich colour density and a slightly gloss carrier film. The red stars match their white borders

perfectly, and plenty of nose number options are given. I also managed to apply them without any silvering effect.

Decal Rating = 9/10

Conclusion and Recommendation

The inclusion of resin parts and a vac-form canopy, combined with the clean-up required on the smaller components, for me made this kit slightly more hard work than usual. For the more experienced modellers, I'm sure it would be a breeze. I especially liked the detail on offer in the cockpit and wheel-well areas. As far as I know this is also the only 1/48th kit of the Yak-15 around, so I'm sure Russian fans will want to get at it, although its heavy price tag of over twenty quid for the mixed quality on offer may make many think twice. Recommended - only just.

My thanks to Pocketbond for the review sample.

Tom Mulligan



Messerschmitt Me 163B-1a 'Komet' & Scheuch-Schlepper



Technical Data

Manufacturer: Starr Miniatures
Scale: 1/144th **Status:** New Tooling ✓
Panel Lines: Engraved ✓ **Price:** £5.99
Type: Resin, White Metal & Vac-form Clear
Parts: Resin 16, Metal 3, Clear (Vac) 2
Decal Options: 1
Source: The Aviation Hobby Shop

The Kit

The kit comes in a large box, considering the size of the model, but 95% of it is packing. The kit itself, once you find it amongst the packing material, comes in 16 sand-coloured resin and three white-metal parts with two vac-form canopies, in case you mess up the first one. Let's face it, in this scale it is likely. The resin castings are fairly rough with no surface detail except on the wings and tail. Flash abounds and the resin plugs dwarf the actual parts. The white-metal parts are very rough but overall it does look quite promising.

Instructions

These come on six sides of A4 paper. Side one is a five-view 1/144th scale plan plus specification data. Side 2 gives an exploded construction view of the aircraft with some notes on construction. Side 3 gives construction drawings and notes on the Scheuch-Schlepper recovery vehicle (yes, one of these is included in the kit). Side 4 gives sketches and notes for detailing the aircraft (in this scale that should be interesting). Side 5 gives a parts listing with some more detail notes and a list of current and future releases. Side 6 consists of general instructions for working in resin. Overall quite a good set of instructions.

Construction

As usual, with all resin kits, we start by washing all the parts in soapy water to remove old releasing agents. The parts are then removed from their plugs with a razor saw, (it seems like you are throwing most of the kit away at this point), and then cleaned up. The white metal parts, the track units and movement arm for the Scheuch-Schlepper, are also cleaned up at this stage. The aircraft consists of front and rear fuselage halves, wings, cockpit interior, vertical tail, vac-form canopy, wheels and dolly. Ten parts in all, quite a lot for such a small kit. All parts go together very easily with minimal filler. Aerials and cannon were then added from sprue. As forecast, it took two attempts to get the canopy correct, which was fixed in place with Krystal-Kleer. Next, we turn our attention to the tractor. This is made up from seven resin and three metal parts. These, again, go together quite well although I replaced the movement arm with one made from piano wire as I felt the kit part was vastly over scale. A tow-bar has also to be scratch-built from plastic, but this is mentioned in the instructions. A steering wheel was also added at this point and the model was now ready for painting.

Accuracy

As previously stated, a 1/144th scale plan is included in the instructions and the parts were placed on this, fitting exactly. The accuracy of the plans is obviously open to question so let's compare it to some given dimensions. David Mondey's 'Axis Aircraft of World War II' gives the aircraft as having a length of 5.84m and a span of 9.32m while the kit instructions give a length of 5.0m and a span of 9.3m. Both the model and the plans scale up to 5.76m and 9.08m respectively. The discrepancy in the span scales down to only about 1.7mm so in this scale I would say it is still pretty accurate.

Colour Options

No colour options are given in the instructions, however, two aircraft are given on the small decal sheet provided. Option one is for an Me 163B-1a of 2/JG400 and option two is for the Me 163 V41 of Erprobungskommando 16. The likely scheme for option one is a splinter of RLM 81/82 on the upper surfaces and RLM 76 on the undersides. Option two was RLM 23 (Rot) overall and this was the option chosen for the review sample. This was painted using Xtracolor X217 (RLM 23).

Decals

A small decal sheet is provided giving, as previously stated, two options. Unfortunately, on my example, the white was not printed so this had to be hand painted on the wing and fuselage crosses. This isn't too much of a problem with the V41 but if you choose the 2/JG400 option then the 'White 10' is not printed. Neither is the Staffel badge and no swastikas are provided. These were hand painted along with the 'T' and 'C' Stoff stencils. As only the black is printed, register is not a problem but the clarity is not too good.

However, once on the model, they don't look too bad. Adhesion was good and they reacted favourably to Micro Sol and Set.

Decal Rating = 5/10.

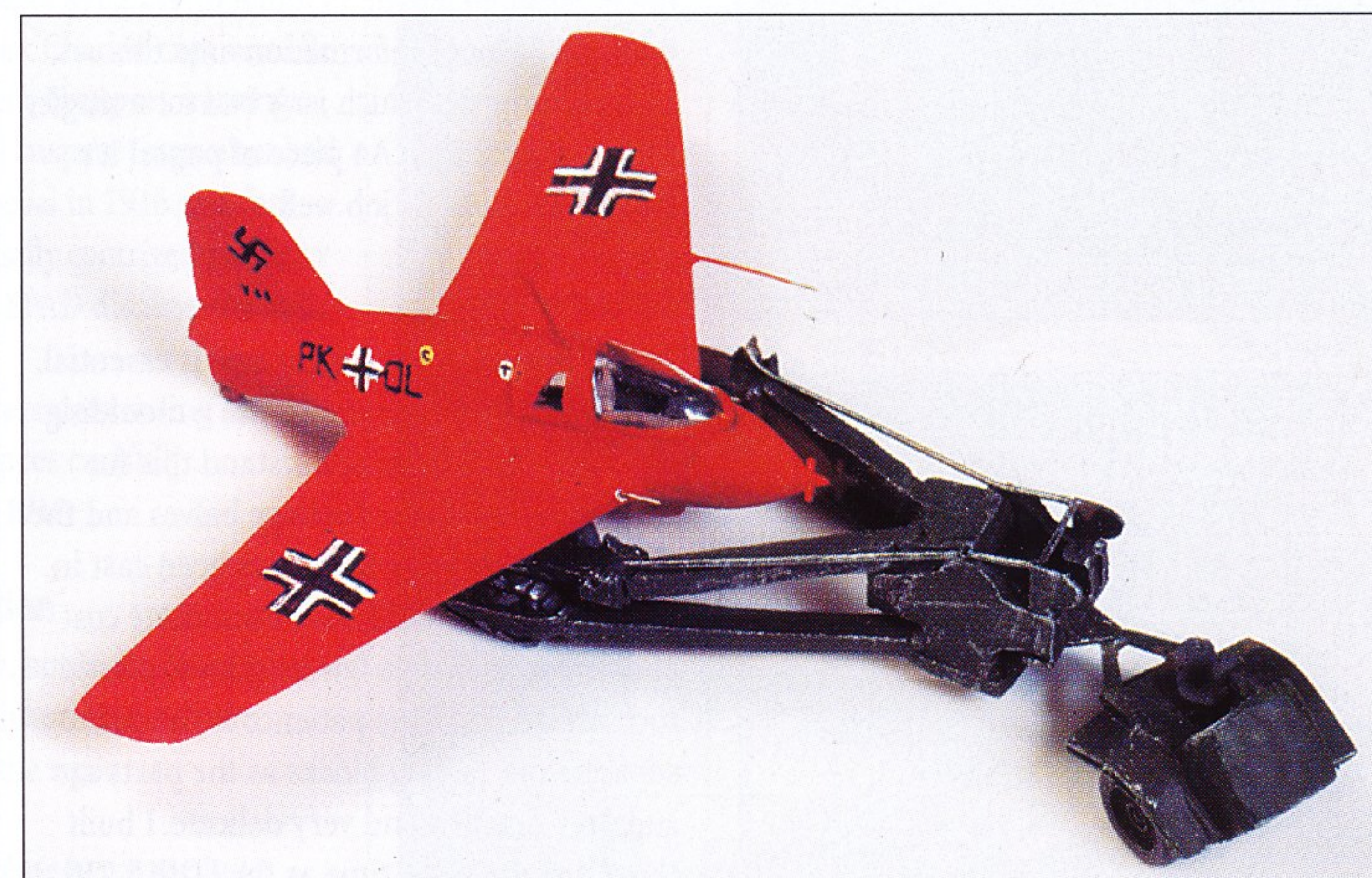
Conclusion and Recommendation

Okay, what do you get for your sick squid? Well, you get a tiny aircraft measuring just 62mm x 40mm and a recovery vehicle just 60mm long. Doesn't seem much, does it? Let's put it in perspective. Firstly, there are just as many parts, if not more, than some of the larger, more expensive resin kits. Secondly, you get a few hours honest fun putting together what must be one of the smallest aircraft kits on the go. Six pounds wouldn't run to a take-away and it certainly wouldn't get you a decent night out. I therefore consider it good value and I heartily recommend it to anyone interested in 1/144th scale aircraft or anyone who just wants a change. I look forward to their next releases.

My thanks to Starr Miniatures for the review sample.

Gordon King

Photography by Alasdair King



Grumman F8F-2 Bearcat 'US Navy'



Technical Data

Manufacturer: Hobbycraft **Scale:** 1/48th
Price: £12.99 **Panel Lines:** Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 60, Clear 7 **Decal Options:** 2
Options: Two styles of drop tank, 5" HVAR's and canopy frames supplied as decals
UK Importer: Pocketbond Ltd.
Tel: 01707 391509 Fax: 01707 327466

The Kit

This is a kit I was hoping to get to review; for the last five years I have been working my way from Wildcat to Tomcat and though I had purchased the old Testor's kit it had not made it to the top of the pending pile next to my workbench.

This kit is part of a family of Bearcats produced by Hobbycraft and is of the later tail tailed, cannon-armed version. On opening the box you are faced with a nice set of plastic mouldings and two decal sheets; more about them later. The instructions are in Hobbycraft's usual pictorial style and is the one area which still lets down their presentation when compared to Tamiya and Hasegawa, though they are adequate in guiding you through the building process.

Construction

As is normal I started with the cockpit. This comprises a floor and sidewalls to which you attach a bulkhead, a two-part seat, control columns and rudder pedals. There is also a nicely engraved instrument panel which benefits from a little gentle dry brushing to bring out the details. This area requires brass seatbelts and the sidewalls could also do with some brass extras. (No doubt by the time you read this, Eduard will have something suitable

for this kit). The cockpit is painted overall Cockpit Green and gives a nice representation of the real thing. Then onto the wings with parts A6 and A12 glued to the bottom wing. This provides full air intake details which is a noticeable feature of the undercarriage bays of a Bearcat. Do not forget to open up the holes in the wings for the weapons and to help locate the cannon bulges on the top wing (guess who did!). The fuselage and wings are then joined together and needed no filling. The tailplane and tall tailfin were fitted and a small amount of Tippex was used on the tailfin joint. Overall the fit of these parts was excellent.

A nice five-piece engine assembly was added to the completed fuselage and the undercarriage and drop tanks were attached. You are also supplied with four rockets, but, as I had forgotten to drill out the mounting points, these were donated to my spares box. The only correction I made was to the position-keeping lights moulded on the upper and lower wings. These are moulded quite large, almost like landing lights, and as they were not visible in photographs of the real

aircraft I filled them in with Milliput. The landing light and navigation lights are moulded in clear and needed a slight amount of trimming to fit. They were then painted red and green with Humbrol Clear Colours. The whole aircraft was now painted US Sea Blue with a coat of gloss varnish using AeroMaster Acrylics. After the decals were applied the gun barrels and exhaust pipes were drilled out and glued in place. The final touches were the aerial wire from knitting-in-elastic and the hinge lines of all control surfaces were highlighted with Citadel Miniatures Black ink wash and a small amount of chipping with Citadel's Mithril Silver paint on panel lines and cockpit sides.

Accuracy

The real aircraft has a length of 28ft 3in. and a wingspan of 35ft 10in. according to Janes. The model's wingspan is spot on but the length appears to be about a foot short. There is also a question on the accuracy of the engine cowling, but I am not a micrometric modeller and it looks like a Bearcat which is good enough for me!

Decals

Now as I mentioned at the beginning of the article you get two sets of decals; the first set is for two US Navy versions and both options are painted in the normal Navy Blue of the 50s.

- 1. VF29 on the USS Leyte in 1949, coded '210' with a white tip to the tail and propeller boss.
- 2. VF151 on the USS Boxer in 1950, coded '105' with a red tip to the tail and propeller boss and red and yellow strip on the rudder, trim tab and at the base of the rudder.

These markings are thin and with a good density of colour which does not change over the dark surface colour. They reacted well to Micro Set and Micro Sol and are a vast improvement over the decals that used to be supplied in Hobbycraft's early days.

Now on to the second set. Here's a new idea, transfers for the canopy frames are supplied in Silver Black and Blue and though initially sceptical about these they fitted like a



dream. The only problem was the shade of blue used which was more like Blue Angels Blue than US Navy Blue. No problem, I just overpainted them on the sheet before application. It gets better though, because

once applied to the canopy I noticed that the exterior colour was printed over a representation of Interior Green which now showed through on the inside of the canopy. An excellent idea which I hope becomes a

feature of all their new kits.

Decal Rating = 9/10
(Canopy Frames = 10/10)

Conclusion and Recommendation

Well I can't deny that I was looking forward to this kit and it did not disappoint. Minor scale differences aside, it captures the look of a Bearcat, just sitting on my bench it looks like it wants to fly! Hobbycraft now rate up there with the top names in the hobby in my eyes and I have even purchased another one to build in Blue Angels marking. For me to purchase two kits of the same type is almost unheard of, and just goes to show how much I enjoyed this one! As a basic kit it is very good and combined with an etched-brass set, this would be a winner. Go out and buy one, you won't be disappointed. Highly recommended.

My thanks to Pocketbond Ltd for the review sample.

David Francis

Potez 452 Flying Boat



Technical Data

Manufacturer: Choroszy Model
Scale: 1/72nd **Status:** New Tooling
Panel Lines: Engraved ✓
Fabric Effect: Raised ✓ **Price:** £TBA
Type: Resin **Parts:** Resin 46
Decal Options: 2
Manufacturer: Choroszy Model, 32-070 Kraków, Czernichow 371, Poland.
 Tel: 4812 47 09 94
UK Source: Aeroclub

The Kit

Blimey! What an aircraft. I have never seen anything quite like this before. Such an unusual design, I love it. First impressions of the parts are very encouraging. Larger pieces are bagged together in one of those re-sealable polythene bags and the smaller pieces are together in two smaller bags. There's a piece of thin clear card to form the windscreens that is surprisingly unbagged and the decal sheet looks very colourful but it too is left to float about in the box. Unfortunately one of the fuselage halves was initially missing from this review sample, but it was later replaced by Choroszy Model.

Instructions

The instructions are a photocopy of reasonable quality which gives an exploded assembly view, two side views of the two-colour schemes, two corresponding plan views and a single front elevation. All of these drawings are slightly smaller than 1/72nd. Also on this single sheet is the history of the aircraft, its construction and

finally a list of reference material that will give a more detailed insight into this rare beast. So, all in all, the manufacturers have crammed a lot of information onto this instruction sheet which isn't bad for a single, slightly bigger than A4 piece of paper! It's basic but it does its job well.

Construction

This is a resin kit so a razor saw is essential. Everything, even the struts, has a moulding block attached. I can understand this for certain parts like the fuselage halves and the wings, but why have the struts been cast in resin? Surely it would have been more cost effective to include a few lengths of plastic rod instead. Extreme patience is needed to separate the casting blocks as the parts are superbly detailed and very delicate. I built this kit at the same time as the LOIRE 210 by Pend Orielle and had virtually completed that whilst I was still at the part-cleaning stage with this! Superglue is needed throughout (except for the clear card, use Clearfix or something similar) so you are guaranteed some fun with fingers sticking together. But, apart from the mass of struts, all goes together easily. There is also a nice beaching trolley included which is made from eight, well detailed parts. The engine cowling is amazingly thin but to scale and the radial engine that fits inside it is magic. There is a lot of detail here, most of which is unseen once placed into position, and that is a shame.

Accuracy

I don't know. I've never come across this aircraft before. It looks as though it could have struggled into the air and stay afloat once landed but apart from that I was unable to find any detailed information about the dimensions of this particular machine.

The effort that the manufacturer has put into this kit gives me the impression that the overall dimensions will be pretty close to what they should be though.

Colour Options

Two options are offered on the decal sheet but if you read the instructions you can squeeze a third option out of the kit. Option 1 is for a machine from the Bougainville sloop, Section d'Hydravions de la Marine, in Saigon during the winter of 1940/41. This is Light Sea Grey-Green (close to FS 34424) overall. The hull underside is matt black. The painting guide gives the impression that a large red rectangle should be painted behind the fuselage roundel but in fact this is the location for the SHM-7 code which is supplied as a decal. This version carries the large wing roundels which should have the black anchors superimposed on them. There is a note from the manufacturers saying that these anchors were mistakenly omitted but will be forwarded to the dealers.

Option two is similar to the first and represents Potez 452 No. 3 from La Grandiere sloop, Port Lyautey, North Africa, November 1942. However, the wing roundels are smaller and the engine cowling, tailplane and fin have red and yellow stripes. The tailplane and fin stripes come as a decal but the cowling will have to be painted.

Option three is the same as option two but without the red stripes and represents the same machine just after the Armistice but prior to 1941 when the stripes were added; this is the version I went for, as you can see.

Decals

The decal sheet is a fair size and is of excellent

quality with glossy images and hardly any carrier film. I had no trouble at all when applying the decals and didn't need any setting solvents either.

Decal Rating = 10/10

Conclusion and Recommendation

I predict that this kit, along with the LOIRE 210 by Pend Orielle, will be the centre-piece of the French Special Interest Group's display at the Telford IPMS Nationals in 1999! This is one of the most enjoyable kits I have built for a long time. It's not that it goes together perfectly, you still have to use some modelling skill to make it all work. If I may offer some constructive criticism, I'd question the use of resin for struts. I don't mind a bit of hard work but the operative word here is 'bit'. These really are a swine to clean up from the casting blocks. Also there were a number of parts missing, only small items that are easily made from plastic rod or card, but there's really no excuse for this. The only other point is part 12, which is the upper portion and cockpit surround on the fuselage. This, unfortunately, is cast with a slight bend, that I only noticed upon completion. You will have to do some major modifications to this item to get it straight and true.

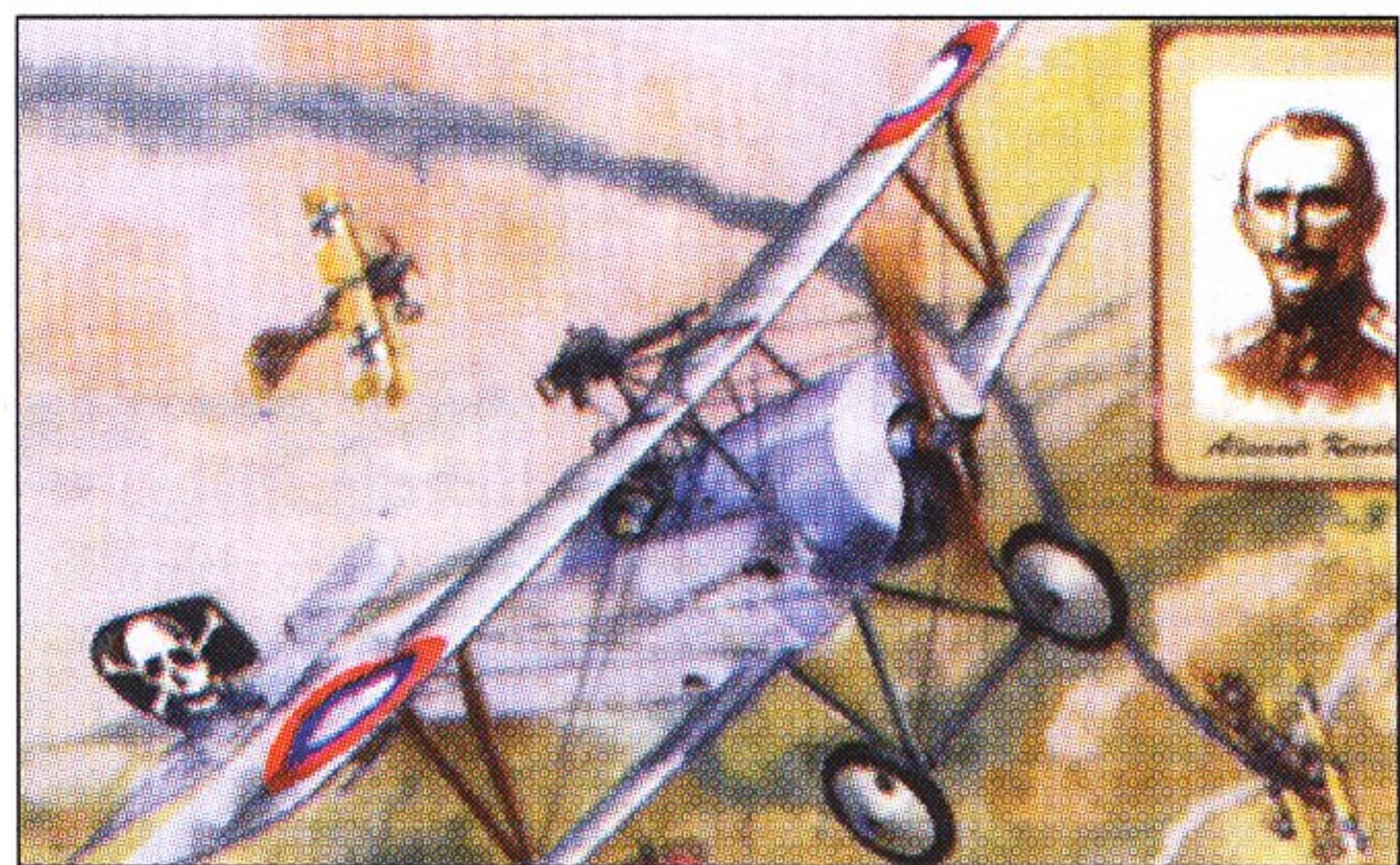
Very highly recommended but only to experienced modellers!

My thanks to Choroszy Model for the review sample

Lee Thomson



Nieuport 11



Technical Data

Manufacturer: Toko **Scale:** 1/72nd
Status: New Tooling ✓ **Fabric Effect:** ✓
Panel Lines: Engraved ✓ **Price:** £4.99
Type: Injection Moulded Plastic
Parts: Plastic 40 **Options:** Le Prieur rockets
Decal Options: 5
UK Distributor: Pocketbond

The Kit

Two sprues of well defined, delicately moulded, strong light grey plastic with minute traces of flash confirm a quality product as soon as the box is opened. There are no clear parts and it turns out that the strange lump round the front of the cockpit accurately represents the substantial contours of the early windscreens fitted. All the modeller has to do is remove plastic where the clear vision part should be and add Clearfix, or similar, for an accurate rendition of the original.

Instructions

These are comprehensive and comprise a loose leaf eight page booklet with potted type history and technical specifications in English, Russian and German, sprue identification diagram, helpful hints, just over two pages of exploded construction diagrams and three pages of painting and decal instructions.

Inclusion of a warning to paint the underside of the top wing and add decals there before fixing, rigging diagram and a front elevation would have spelt perfection.

Construction

This is straightforward with the delicate parts separating from the sprue without anticipated drama with the judicious use of a scalpel with a new sharp blade. As rigging details are absent from the instructions separate references will be required and any locating holes best drilled before construction commences.

Purists will need to open out angled slots on each side of the tailplane just outboard and forward of the tail struts to allow the control cables to pass from the upper control horns on the elevators to the fuselage. (The control horns require fabrication from the thin styrene sheet). These are clearly visible on many photographs and shown in the scale plans in contemporary reference material. The box art rendition is inaccurate in this respect.

I needed a little filler on the fuselage fore and aft of the lower wing.

Dry fitting of the struts to their locating sockets is essential to ensure that the ends fit and not stand proud. I failed to do this the first time around and the front cabane struts and rear undercarriage struts were too long till the recesses were deepened and the pegs cut to fit.

The eagle-eyed will notice that the port aileron is short on chord inboard and this gives a saw toothed trailing edge. This is easily resolved by cutting out the control surfaces and adding a wafer of plastic on the leading edge before relocating or, as with this review model, merely scoring along the hinge lines and deflecting the control surfaces in realistic attitudes.

A jig may help top wing alignment, but isn't essential. Fitting the 'V' wing struts and rear cabane strut to the top

wing in proper alignment and allowing to dry thoroughly before fitting to the fuselage and lower wing, will give a very satisfactory result.

It seemed a good idea to paint the model silver and add all decals after attaching the lower wing to the fuselage. However silver is a soft paint and this meant that I spoiled the finish on the aft fuselage underneath and top wing with handling during the later stages of construction. With hindsight it would have been better to leave the rear fuselage, the underside of the lower wing and the top of the upper wing unpainted till the later stages of build and so avoid this problem.

Accuracy

Close study of original in photographs has convinced me that this is a very well researched model and I believe that it is accurate to less than 2% of error according to the tables in Harleyford's "Fighter Aircraft of the 1914 - 1918 War", being very marginally short on span and length. (Slightly different dimensions are quoted for Le Rhone and Gnome mono powered versions, while the dimensions given in the instruction leaflet for the lower wing are I believe incorrect).

Decals

These were glossy, sharp, well printed, in register with good density. The skull and crossbones of Kazakov's Nieuport was slightly larger than the rudder and so some of the white outline was trimmed away, otherwise they applied and conformed well to the model's surface.

I could not find good prints of the originals to confirm their accuracy. A photograph of 'Vieux Charles' captioned 'le Miroir 9th April 1916' has Guynemer's Nieuport wearing Roman lettering 'Le Vieux Charles'. I suspect Guynemer had more than one aeroplane at his disposal in 1916 and that the photograph may have been a hastily contrived publicity shot. A later photograph of the ace's SPAD displays the italic lettered version provided by Toko.

All this goes to show that modellers demanding the highest fidelity need to check references carefully.

Decal Rating = 8/10

Conclusion and Recommendation

This kit is a little gem. It isn't perfect, but at the price it is probably as close as you can get with accurate delicate mouldings robust enough to stand the rigours of construction well.

This may not be a kit for an absolute beginner, but providing a logical construction sequence is adopted and the kit treated with the respect it deserves, good results should be achieved.

The fabric effect is a question of preference. Toko's rendition is one of the most delicate around, but I would settle for an accurate representation of stitching /creasing /sag etc., and leave the rest to the modeller.

My thanks to Pocketbond, who may be pleased to know that I have voted with my wallet and purchased further copies of this excellent kit with a view to producing all the decal versions offered!

Simon Snape



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Sopwith 1½ Strutter



Technical Data

Manufacturer: Flashback **Scale:** 1/72nd
Price: £7.95 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Fabric Effect: Raised ✓
Type: Limited Run Injection Moulded Plastic, Resin & Etched Brass
Parts: Plastic 30, Resin 6, Etched 33, Acetate 3 **Decal Options:** 2
Manufacturer: Flashback (A.M.C.), PO Box 79, 274 01 Slany, Czech Republic.
Sample Supplier: Hannants

The Kit

This kit is supplied in a large (for the size of the kit) box and a brief history is given on the side. Inside are the instructions, a decal sheet, and three plastic bags. The first bag contains a grey injection-moulded sprue with only a little visible flash and nice engraved detail. Some of the pour gates are quite large and will require careful trimming. The second bag holds the resin pieces for the cockpit detail, machine guns and the rotary engine. The final bag contains the etched-brass detail set and an acetate film for the instrument panel. No pilot or observer figures are supplied.

I was under the impression that the 1½ Strutter was a two-seat aircraft until I did some research and found it was produced in both a single and two seat configuration. When it entered service in 1916 it was the first aircraft to have air brakes and a variable incidence tailplane. It was also the first British aircraft to use the synchronised machine gun to fire through the propeller arc.

The Instructions

The instructions are on two sides of folded A3 paper. One side is devoted to the exploded assembly guide and detail painting instructions, while the other side is split into four sections; a numbered parts diagram, control and bracing wire diagrams and two alternative colour schemes.

There are a couple of unused parts on the sprue for blanking off the rear cockpit, so I assume a single-seat version may follow (already released -Ed). Early on you have to decide which version you are going to make, the RFC or French model, as there are several differences, namely the rear gun mount, engine, top wing (the RFC having the fabric

removed above the cockpit) and the propeller. There will therefore be a few more nice spares for your bits box from this model.

Construction

I started by trimming the raised pips from the ejector pins from the inside of the fuselage halves and then painted the area Humbrol Light Buff (No. 7) inside and out. The etched-brass sheet was given a coat of primer and left to dry. The cockpit floor was painted Wood Brown, the fuel tank aluminium and the wicker pilot's seat a light brown with the seat cushions painted a very dark brown to represent leather. The individual parts on the etched sheet were now painted; the fuselage frame and instrument panel Wood Brown and the trim wheels, control column and throttle lever matt black. The instrument panel support was painted aluminium, the rudder pedals silver and the pilot's seat straps light brown with silver buckles.

Once all was dry the cockpit floor was gently sanded off its resin base and the seat straps, control column, rudder pedals and instrument support strut glued into position. The etched fuselage frames were stuck to the inside of the fuselage sides and the trim wheels and throttle quadrant added. The back of the acetate instrument detail was painted white and left to dry. It was then glued to the back of the instrument panel and the whole thing glued into position on the right fuselage half along with the completed cockpit assembly before the two halves were finally joined. Just a little trimming and rubbing down of the joint was needed. The observer's fairing was fitted (it needs trimming and rubbing down quite a bit) along with the tailplane. The rotary engine (previously painted Steel) was trimmed from its resin backing and glued to the fuselage front with the cowling added afterwards. No problems there, with a little work the engine and prop could be made to turn. The machine guns were painted Gunmetal, the etched fairing over the trigger bent into shape and glued on the front gun, then carefully put to one side to dry.

The lower wings have two small locating pegs on them and the fuselage mountings need the marked holes drilled out. I found that the right wing mounting needed trimming as the fuselage was a bit lumpy here and the holes do not line up correctly, needing elongating slightly to compensate. The fit of the wings is quite good overall though, needing no filler at all to the joints.

At this stage I decided to apply the tail, fuselage and lower underwing decals (see 'Decals' further on). Once dry a coat of

Johnson's Klear was put over to seal them. Next I attempted to use the etched brass control surface fulcrums, but most of them pinged out of the tweezers never to be seen again. Instead I used a thin sheet of plastic and cut it to shape using one of the brass bits as a template. These were then glued to the tail surfaces and lower wings and left to harden off. The tail control wires were then made up out of grey cotton and glued into position.

I made up a cardboard template to get the correct angle when I glued the mainplane struts into position, using the instructions as a guide. The front machine gun was glued into position at this stage. The flattened 'W' top wing struts were glued to the fuselage and once set the top wing fitted. I found the outside struts of the 'W' were a little long and needed shortening by about 1 mm. The top wing decals were put on and Johnson's Klear applied once dry. The wing fulcrum levers were then glued on ready for the rigging to be applied. Before this I fitted the undercarriage minus the wheels and the tail skid. The etched-brass rear machine gun mounting was then made up and fitted (fiddly job bending and gluing this bit). Why does superglue stick best to me rather than the parts I want glued together?

Small holes were made in the ailerons on the top and bottom wings to take the control wires and these and the rest of the rigging wires were added. The wheels, propeller, lower cowl fairing and rear machine gun were then installed to finish off the model. The cowling was painted gloss red, the forward fuselage silver and the propeller Wood Brown, dry brushed over with two different shades of brown and then varnished. The wing struts were also painted in a similar manner to the propeller.

Accuracy

There is no technical data listed with the kit. The Encyclopaedia of World Aircraft gives the dimensions as: span 10.21m (33ft 6in) and length 7.97m (25ft 3in). My model scaled up as 10.3m (33ft 9in) span and 7.63m (25 ft 4 in) in length. So it scales up slightly oversized, but very close, although it is very difficult to measure these small

models. The wing and tail shape look right. The lower wing has about 1 degree of rearward stagger, while the top one is straight. It certainly looks right to me: AMC have done their homework on this one.

Colour Options

Two are given: an RNAS example of No 3 Wing in Olive Drab with doped linen under surfaces, and a French Air Force example of the 226 SOP Escadrille in overall doped linen with a red engine cowl.

I decided to make the French version as the colours and markings are a change from the usual drab colours of British machines of this period. No FS numbers or paint references are given on the instructions.

Decals

The decals look crisp, thin and opaque with very little visible carrier film. However, the British fuselage decals were slightly out of register.

Unfortunately they are very brittle, tend to curl, crinkle (if you are not careful) and do not slide off the backing sheet evenly. They reacted alright to MicroSol, but I did not try MicroSet, as the decals are very thin.

I had to touch-up several decals due to cracks and scratches caused when applying them. There was no sign of silvering though.

Decal Rating = 6/10

Conclusion and Recommendations

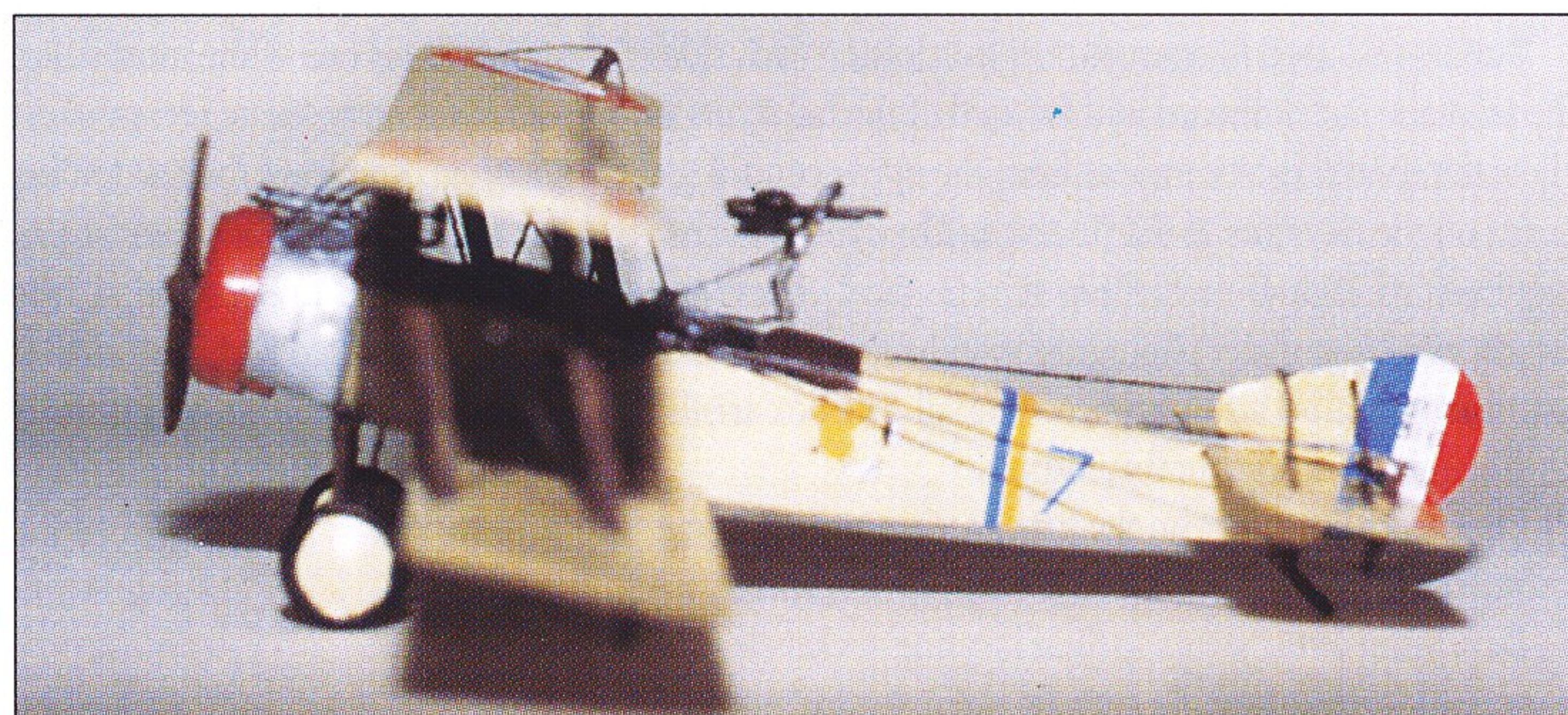
At £7.95 this kit represents good value for money as you get a detailed resin and etched-brass interior, two sets of decals, a cast resin engine and detailed rigging instructions.

The instructions do not tell you to add the decals before putting on the fulcrum levers and the rigging, which could catch the inexperienced modeller out. I enjoyed making this model and, for a biplane, assembly is quite straightforward with few hidden pitfalls (I must try to find some finer wire or thread for the rigging).

Highly recommended to all but the most inexperienced modeller.

My thanks to Hannants for the review sample.

Mike Kingsley



Scale Aviation Modeller International would like to thank REVELL®, Binney & Smith (Europe) Ltd for the generous supply of paints and accessories from their extensive range for use by the review team throughout 1999.



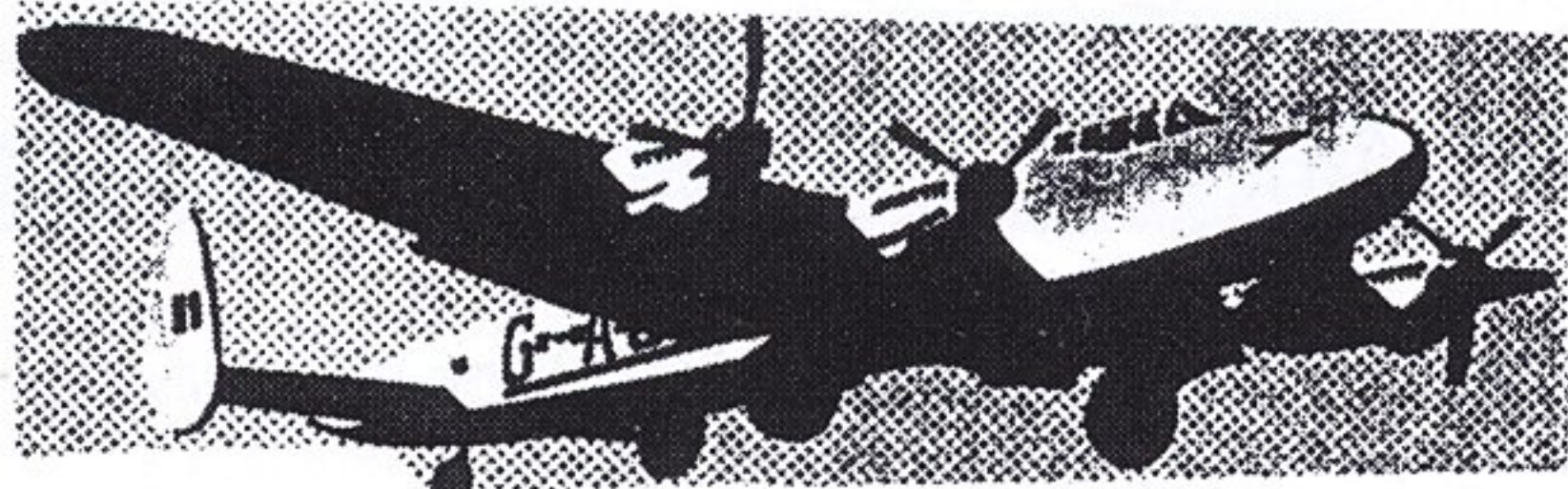
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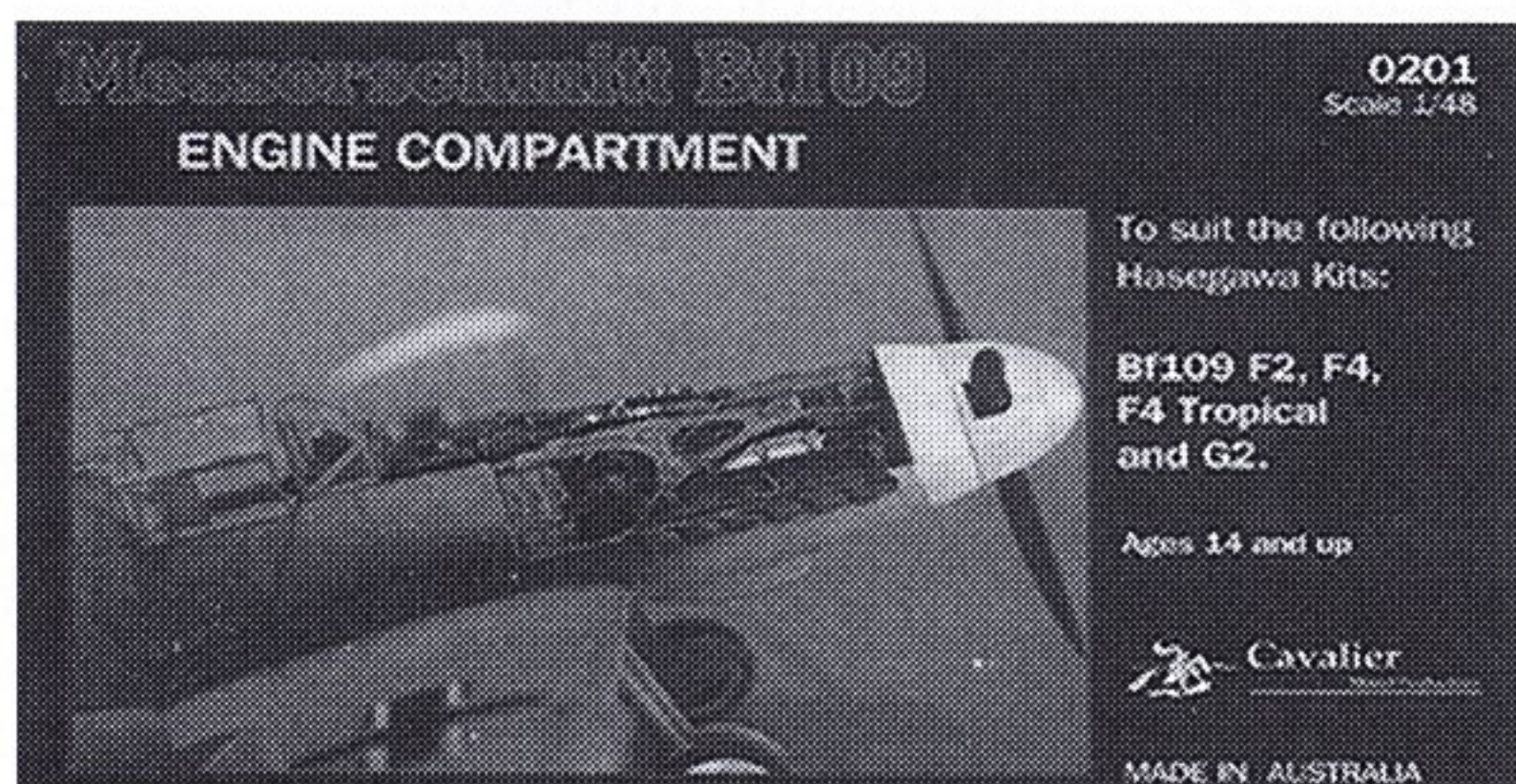
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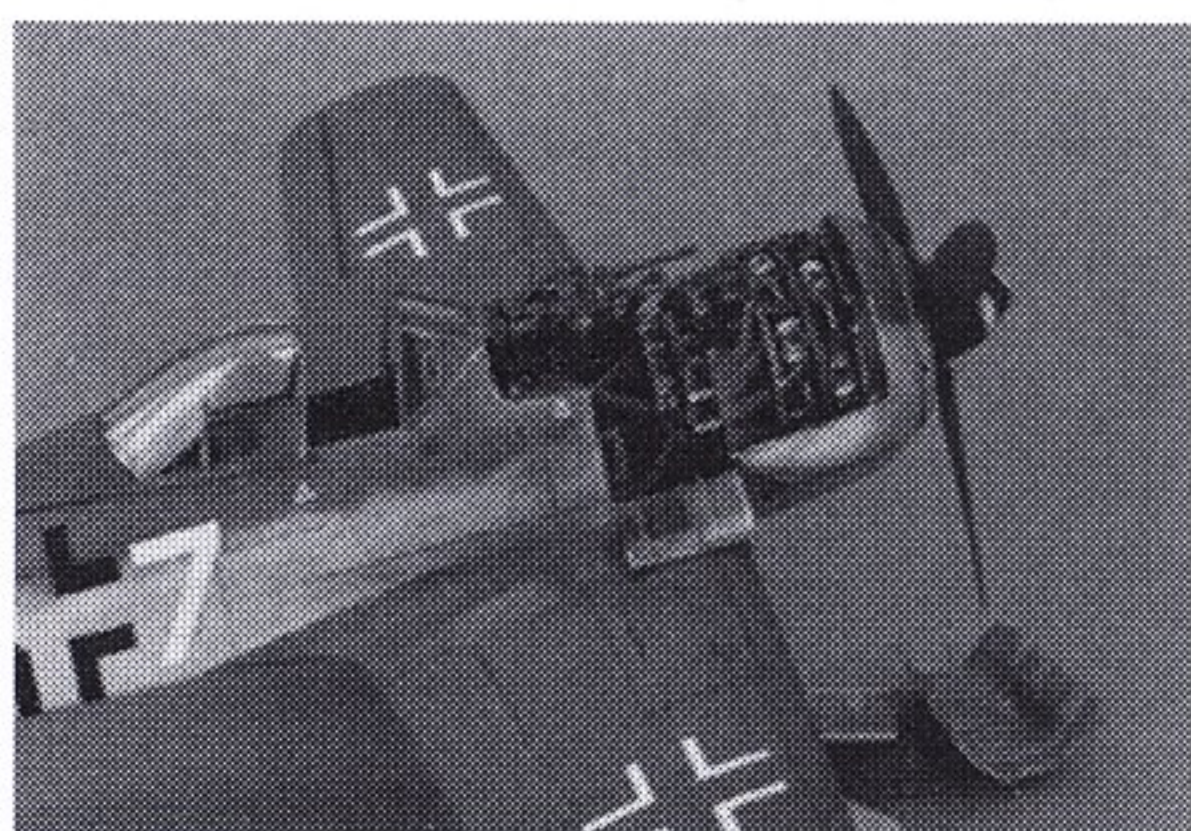
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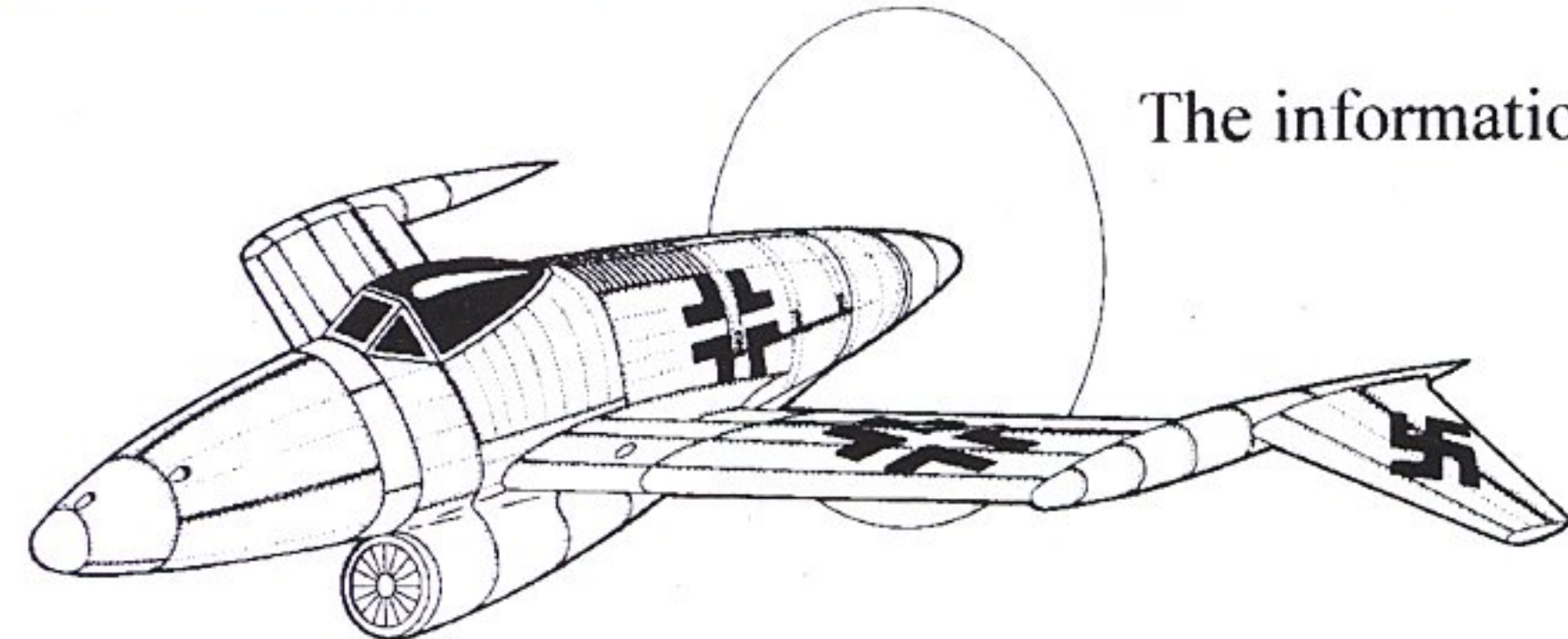
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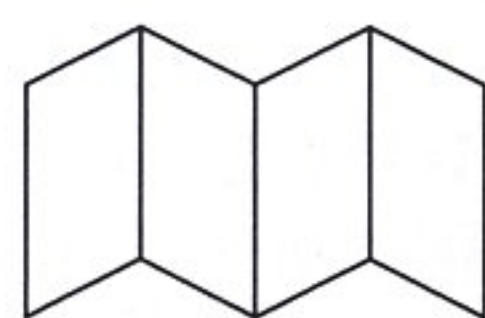
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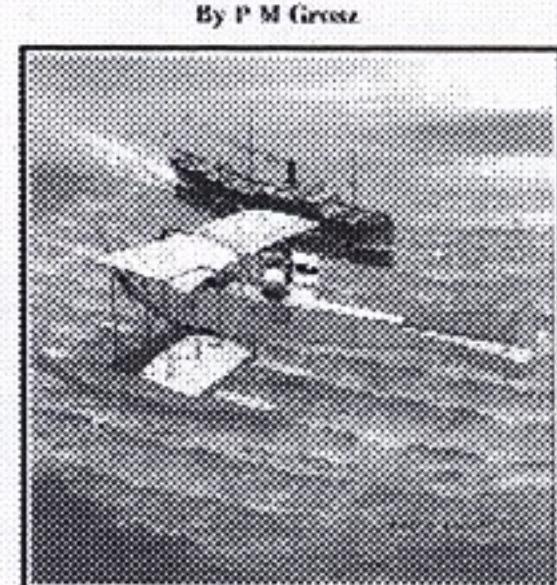
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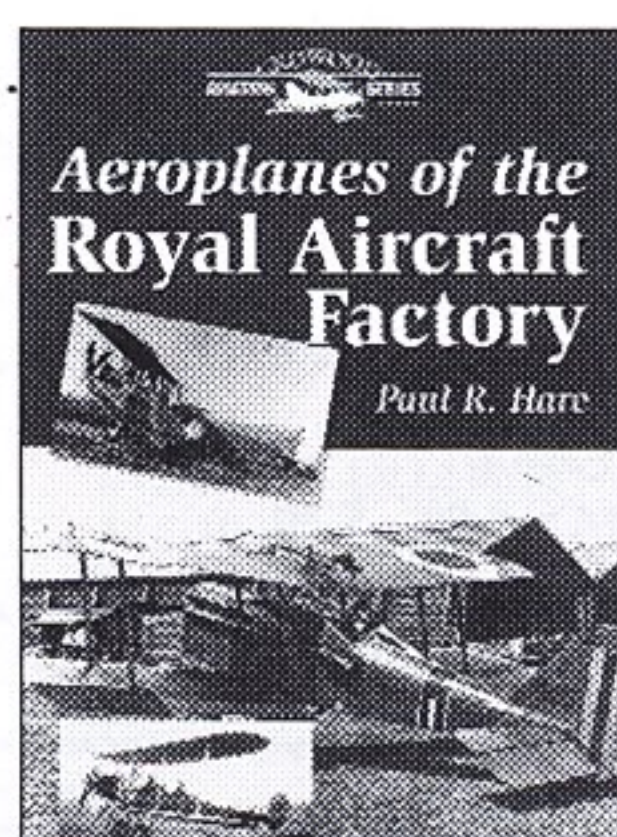
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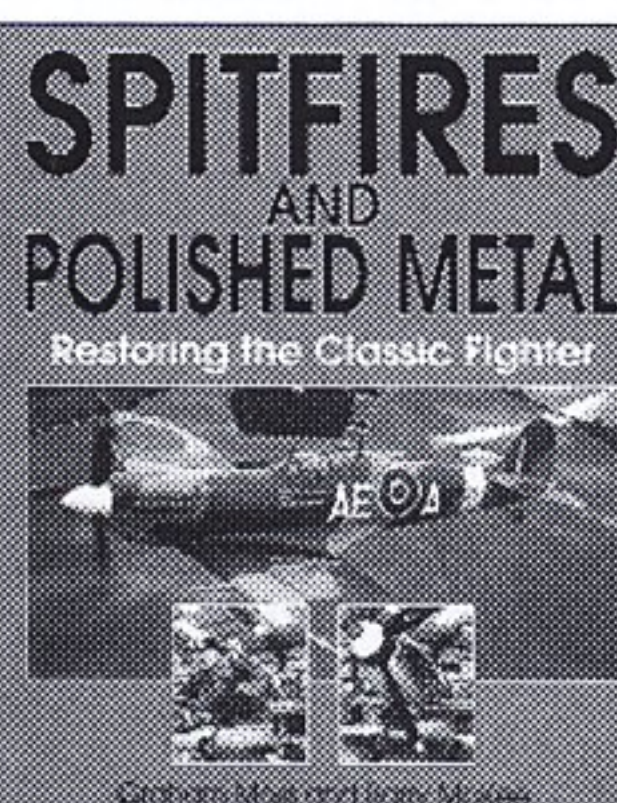
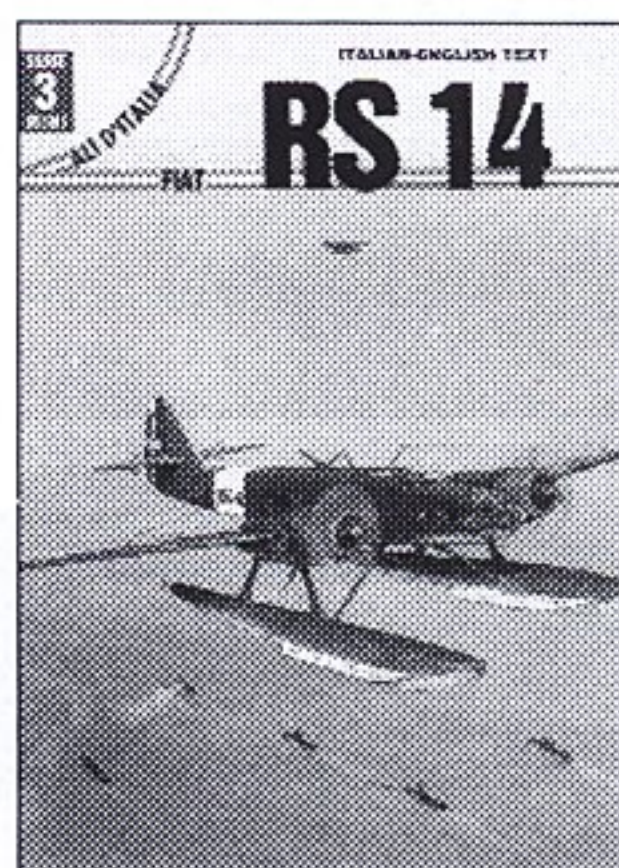
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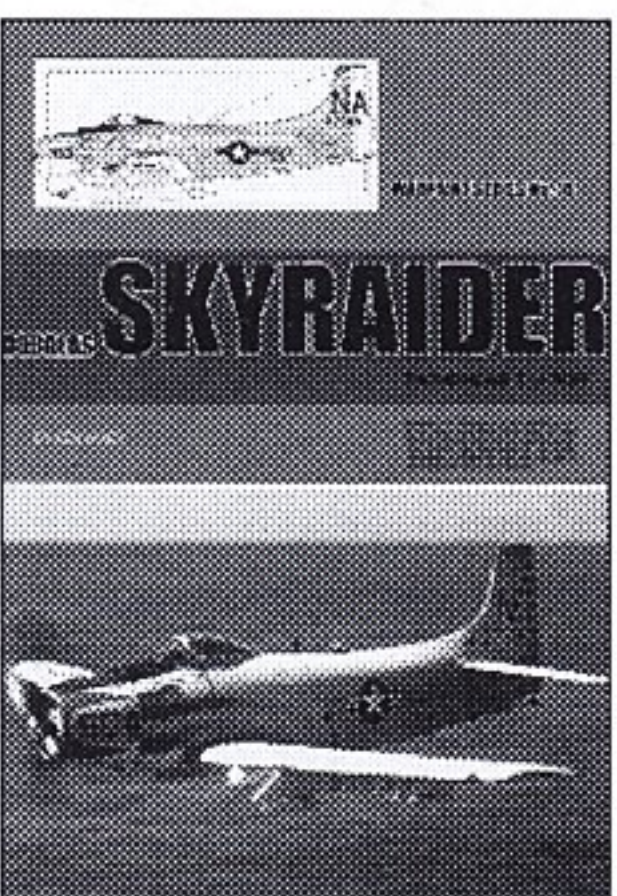
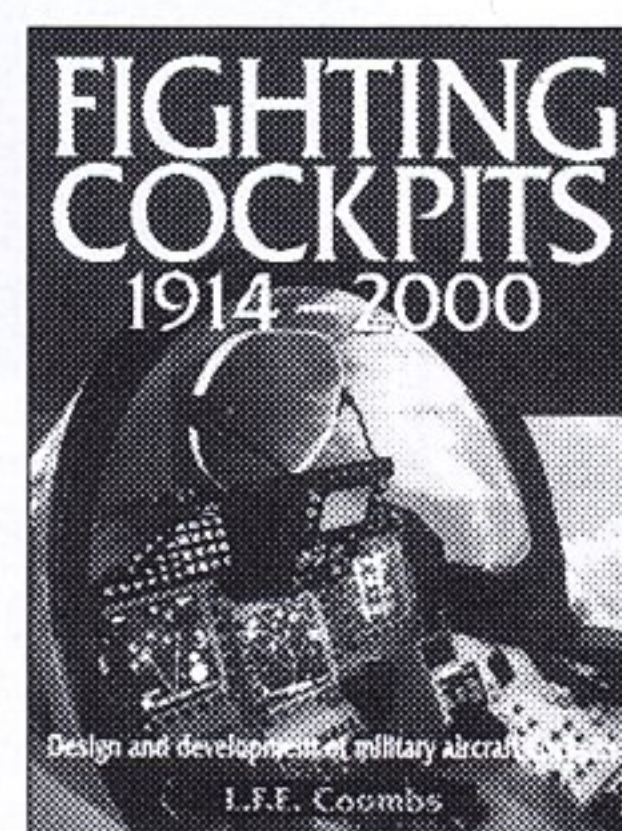


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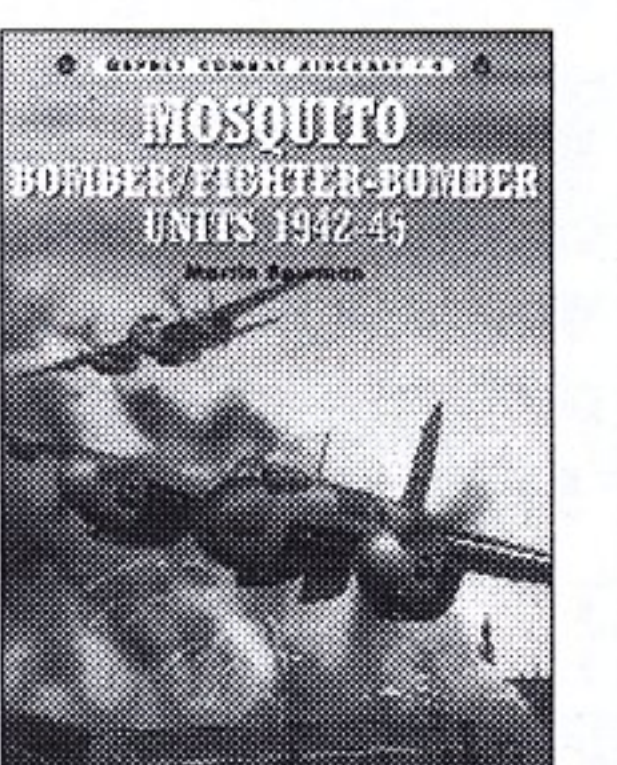
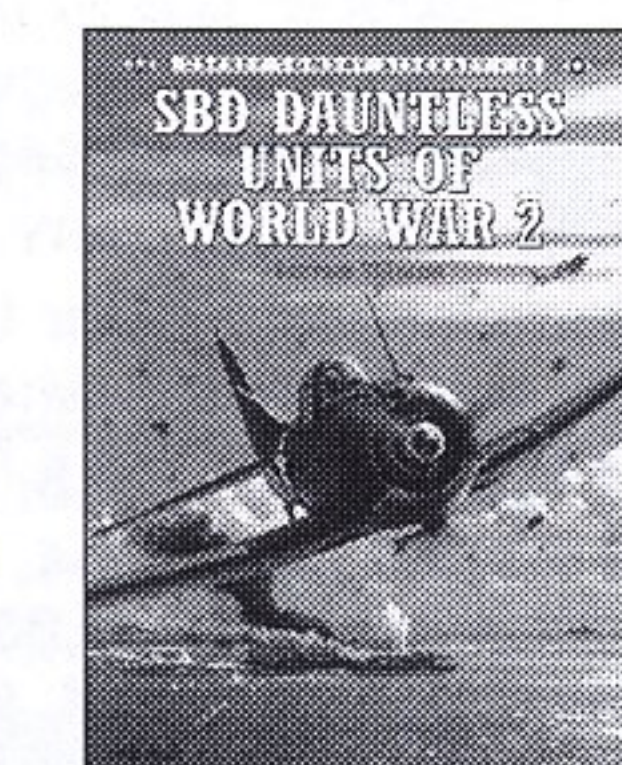


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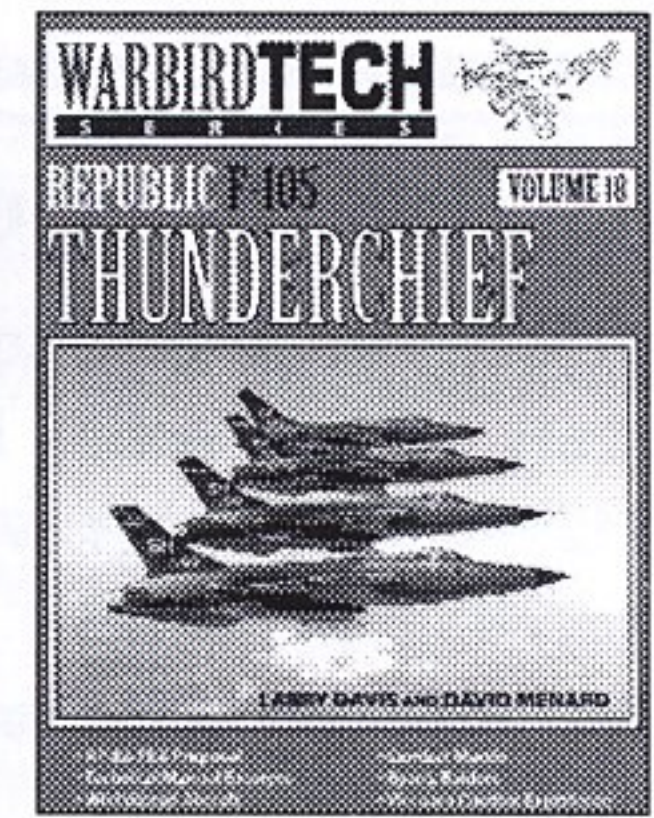
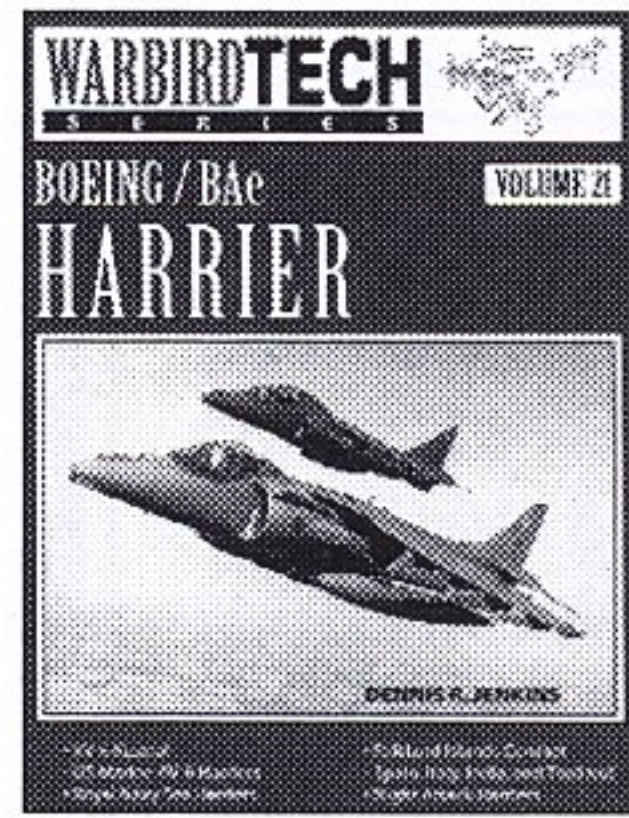
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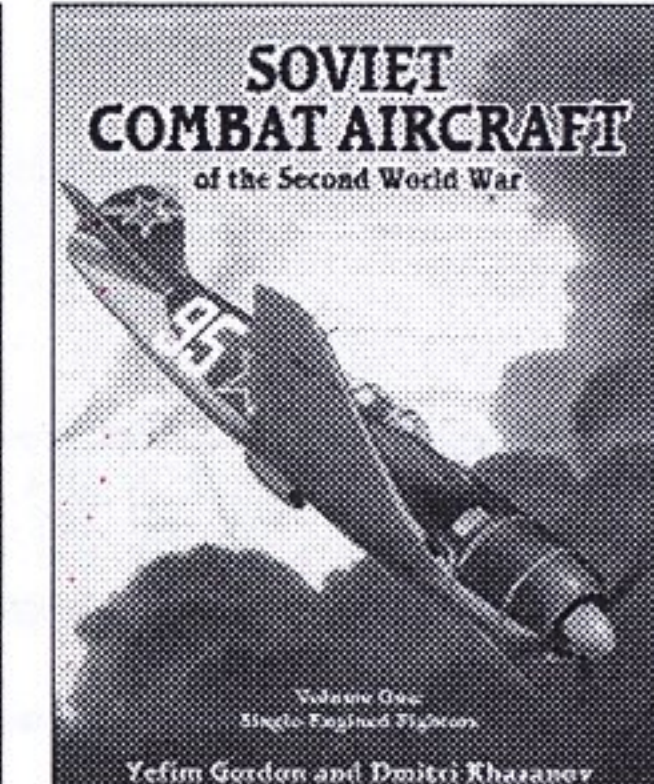
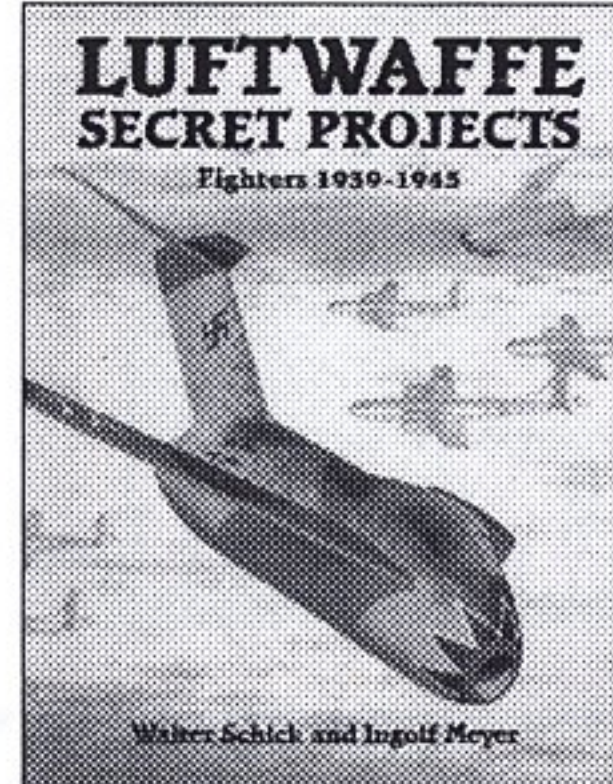
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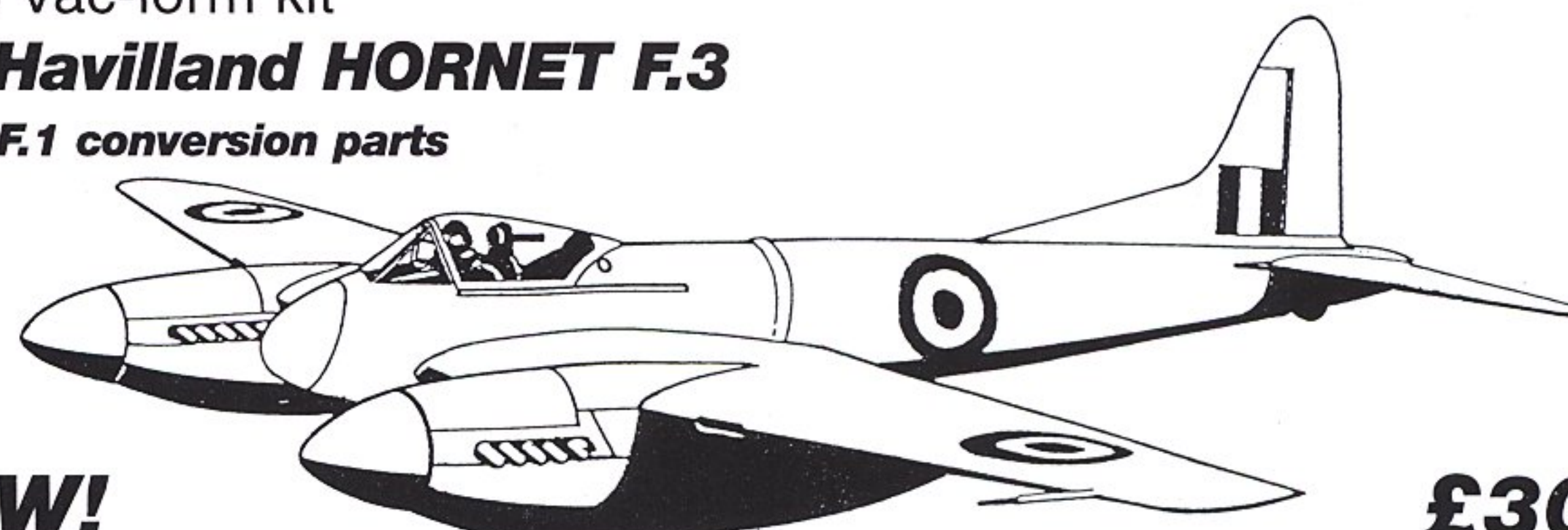


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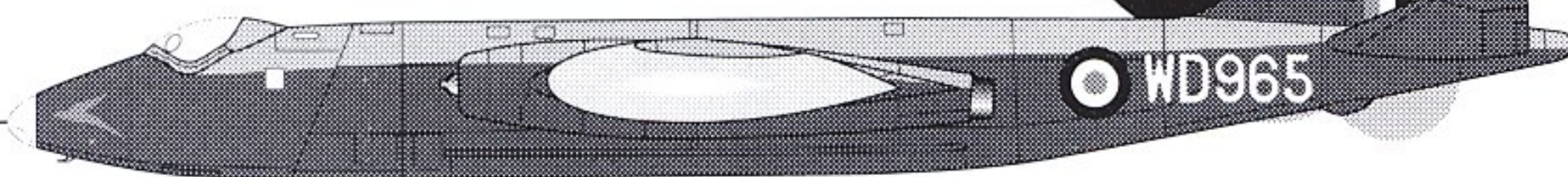
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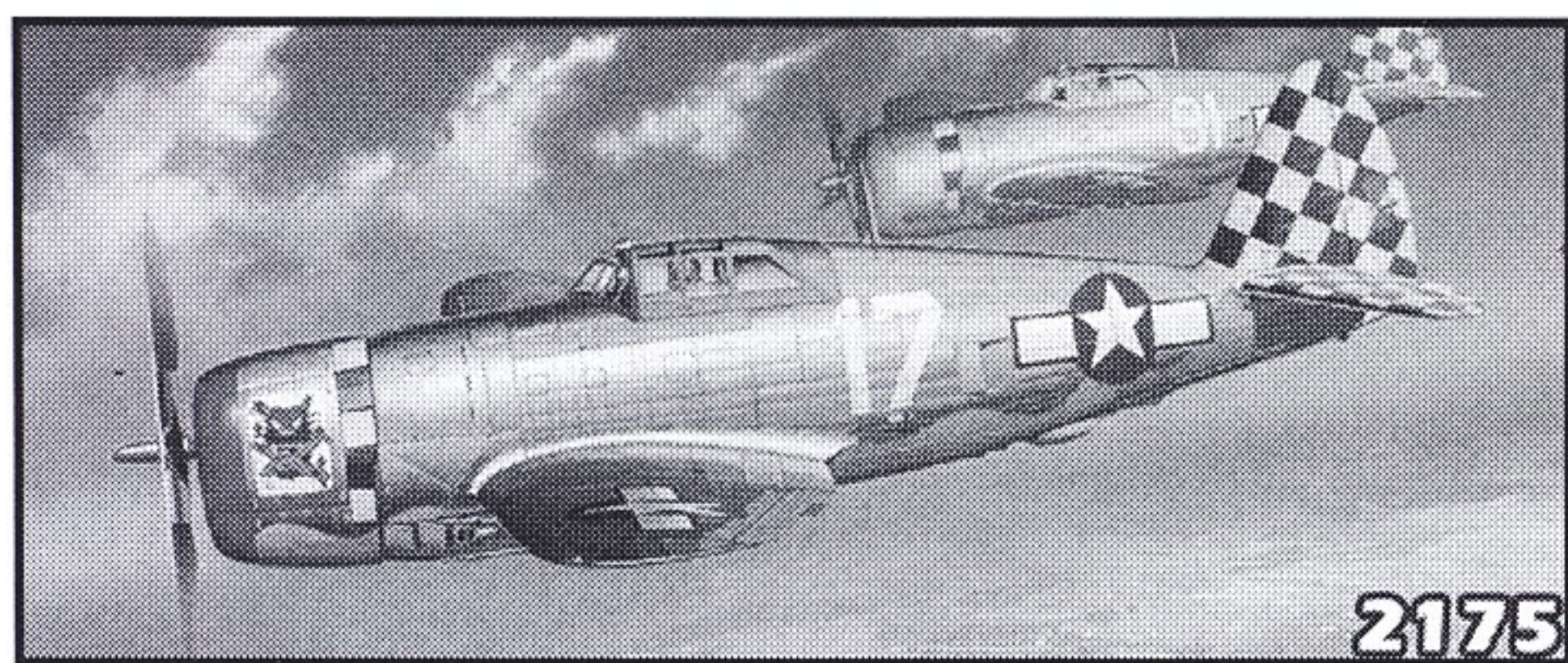
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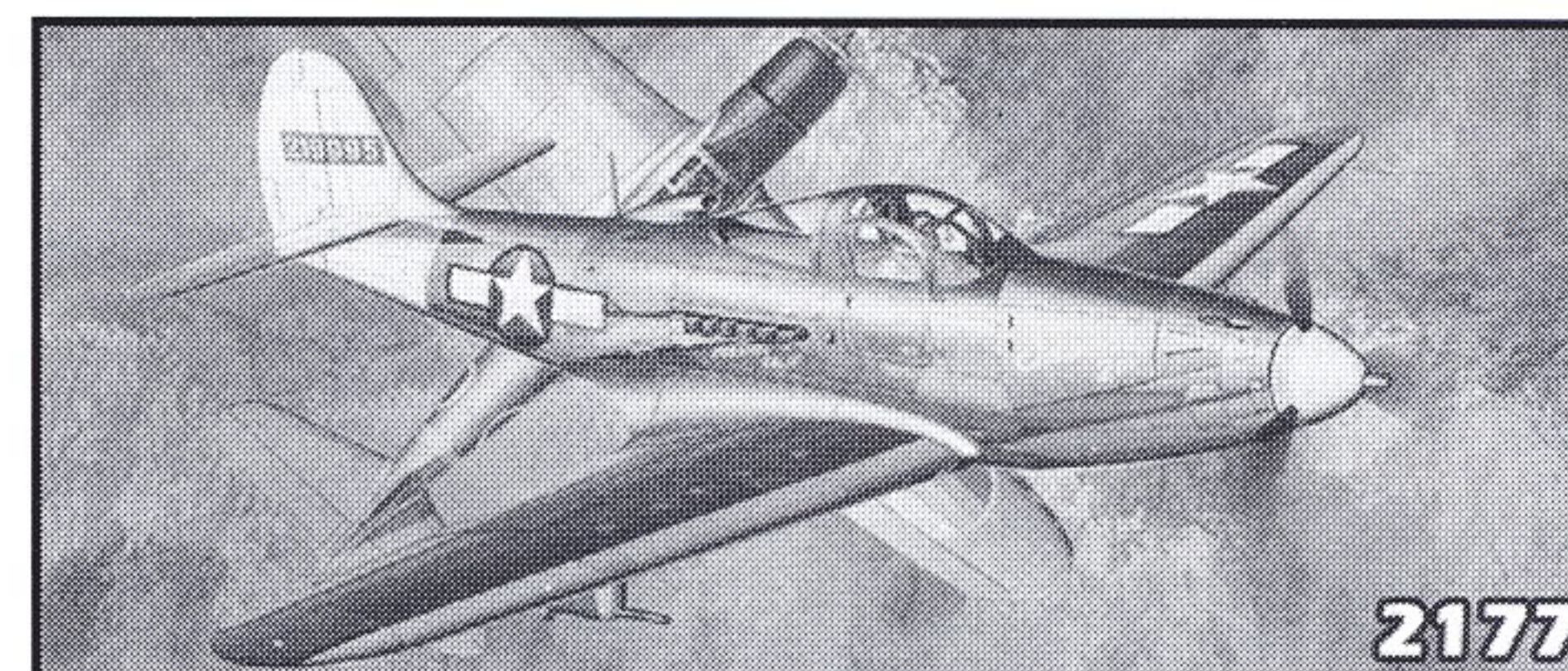
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True Details

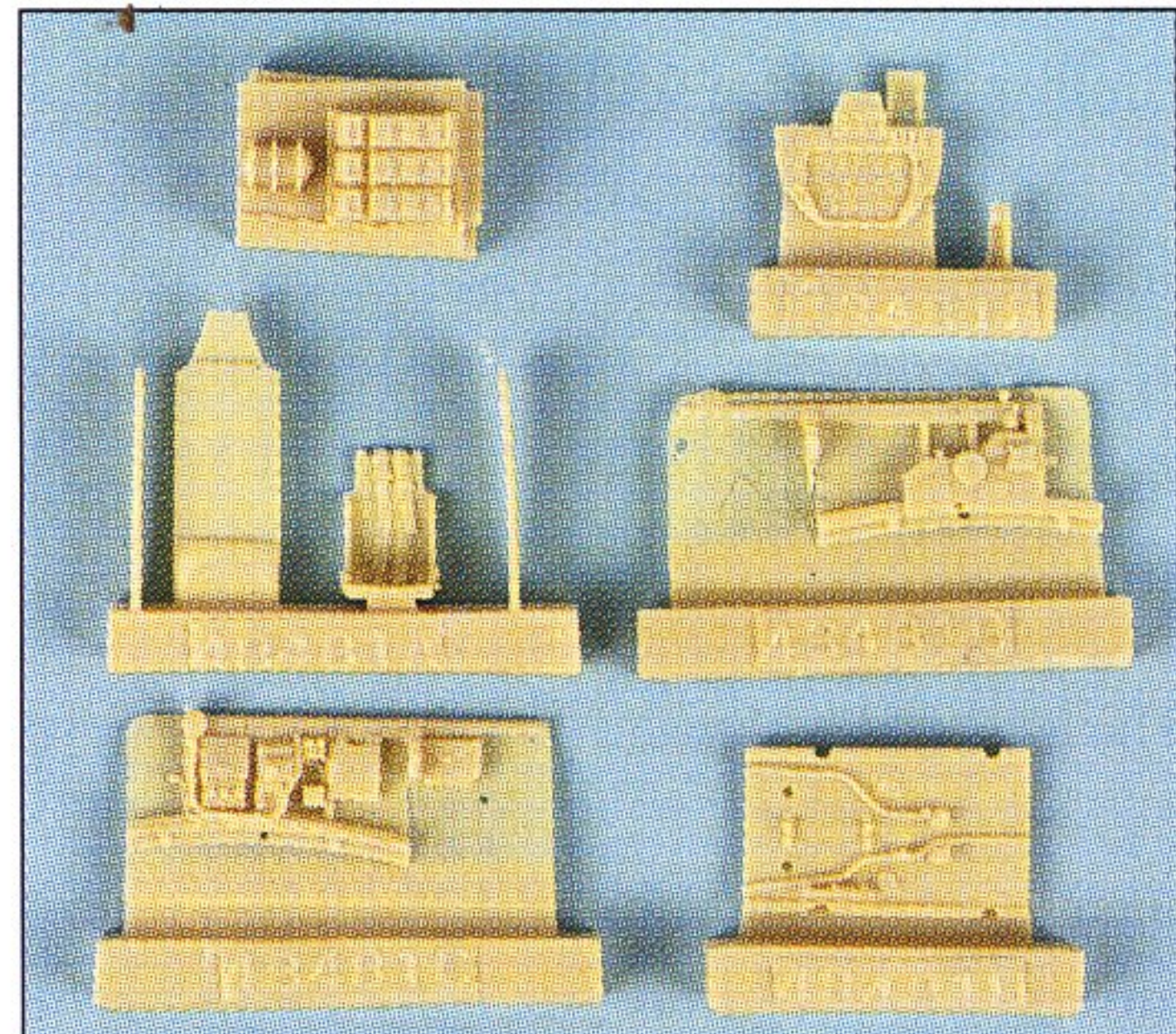
Subject: North American P-51, A-36 & P-51A

Scale: 1/48th **Product No.:** 48481

Type: Cockpit Detail Set **Parts:** Resin 8

Designed for: Accurate Miniatures kits

Price: £6.95



Set 48481 for the P-51, A-36 and P-51A

This offers a completely new resin interior to replace that in the Accurate Miniatures kit. The new resin parts consist of the floor, each sidewall, instrument panel, seat (with moulded harness), armour and radio compartment. Now, I am no expert on the early P-51 series, but it struck me that the evolution of the design may result in differences in the cockpit layout (remember the A-36 was a dive-bomber after all). So, off to my trusty copy of Bert Kinzey's excellent title on the P-51 in the 'Detail and Scale' range (also produced by Squadron). Part 1 of this two-part coverage deals with the prototype through to the P-51C and there are a mass of current, and period illustrations of the cockpit interior. What is my assessment therefore? Well, basically no set can truly be for the P-51, A-36 and P-51A, and therefore really all this set covers is the P-51A.

The level of detail on all the resin parts is very good, and the whole set will add a little extra to the kit's interior if you can't be bothered to add it from scratch.

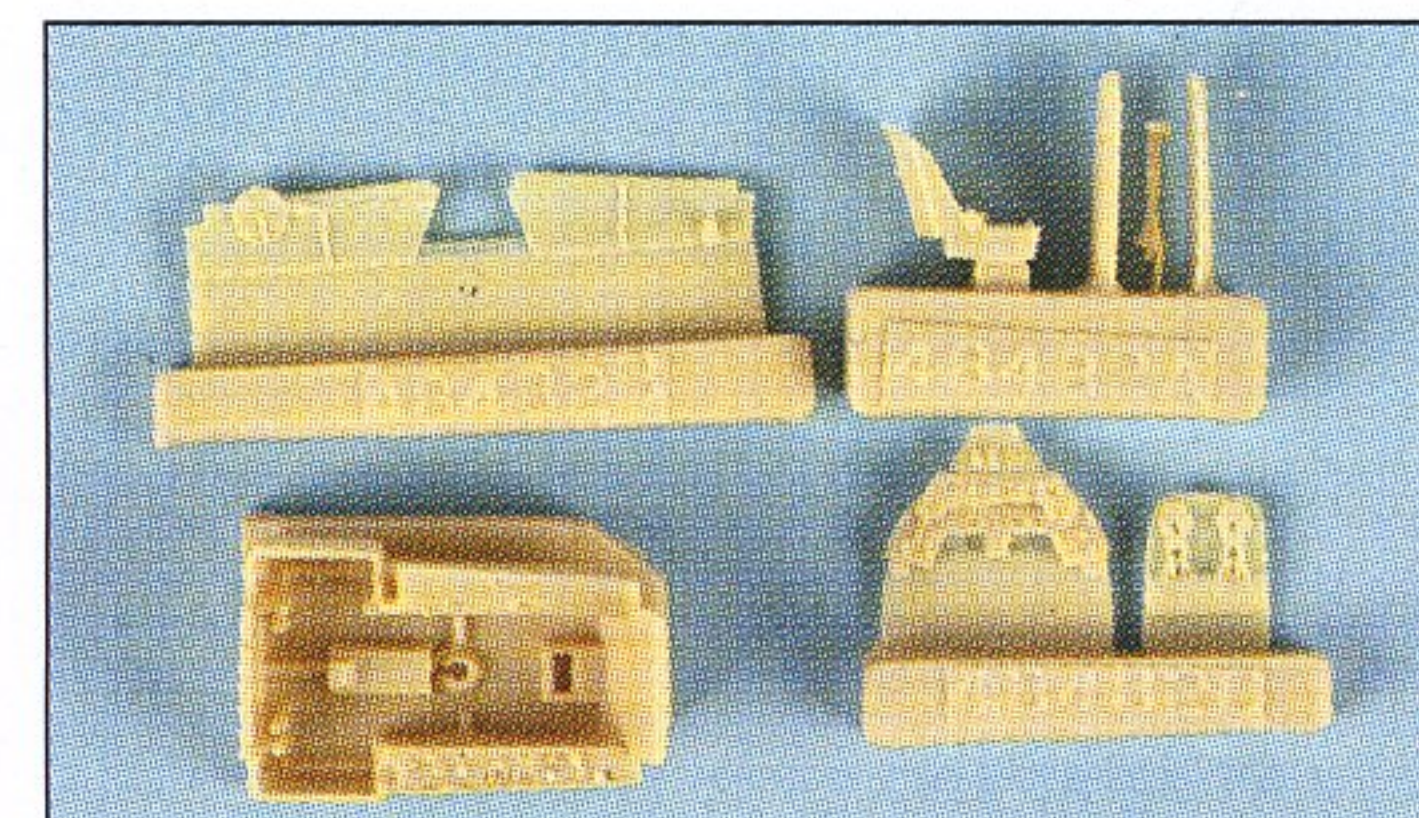
Overall this is a simple way of updating the existing parts in the Accurate Miniatures kit if you really must.

Subject: Focke Wulf Fw 190D-9 **Scale:** 1/48th

Product No.: 48482 **Type:** Cockpit Detail Set

Designed for: Tamiya kit **Parts:** Resin 7

Price: £5.95



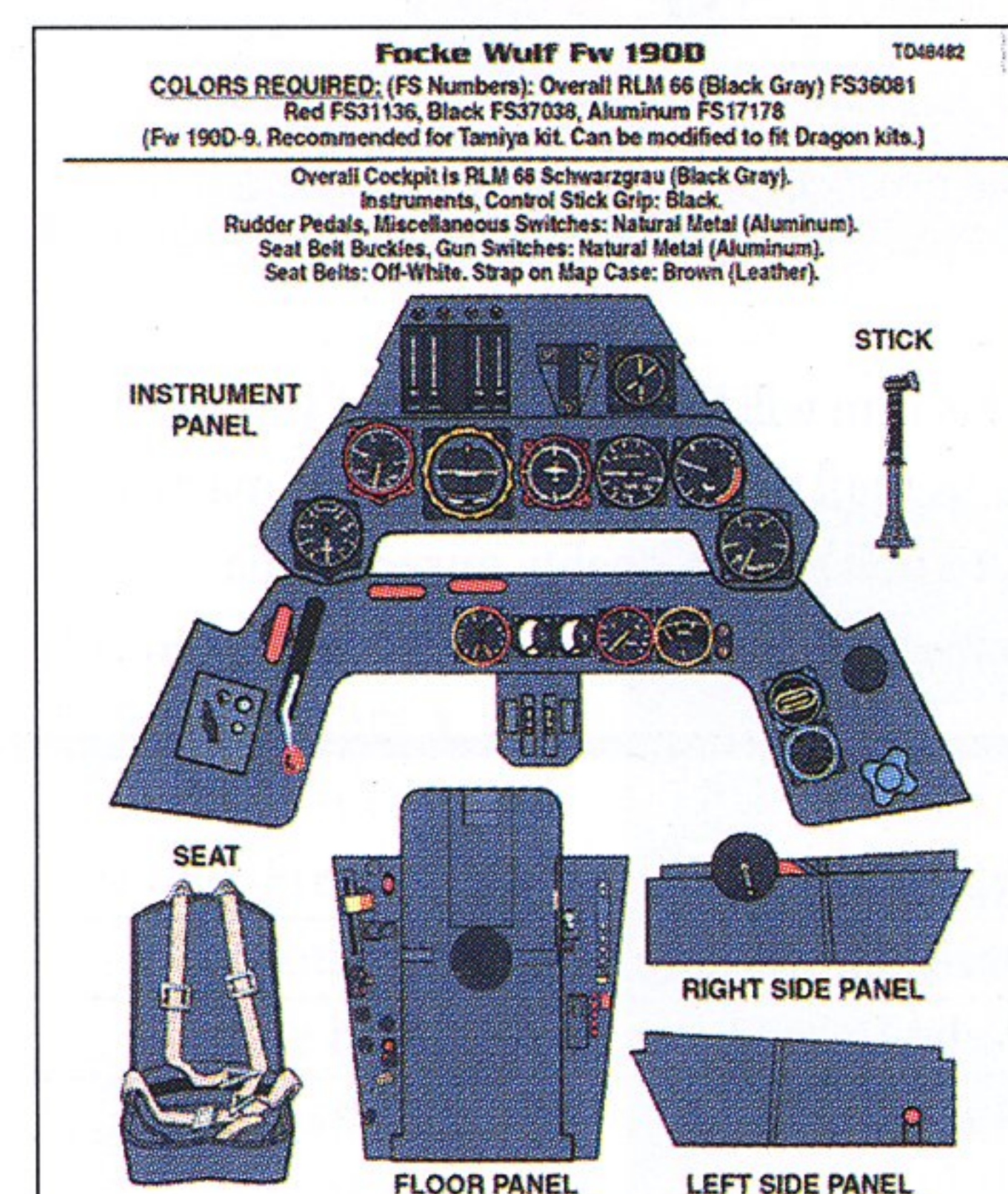
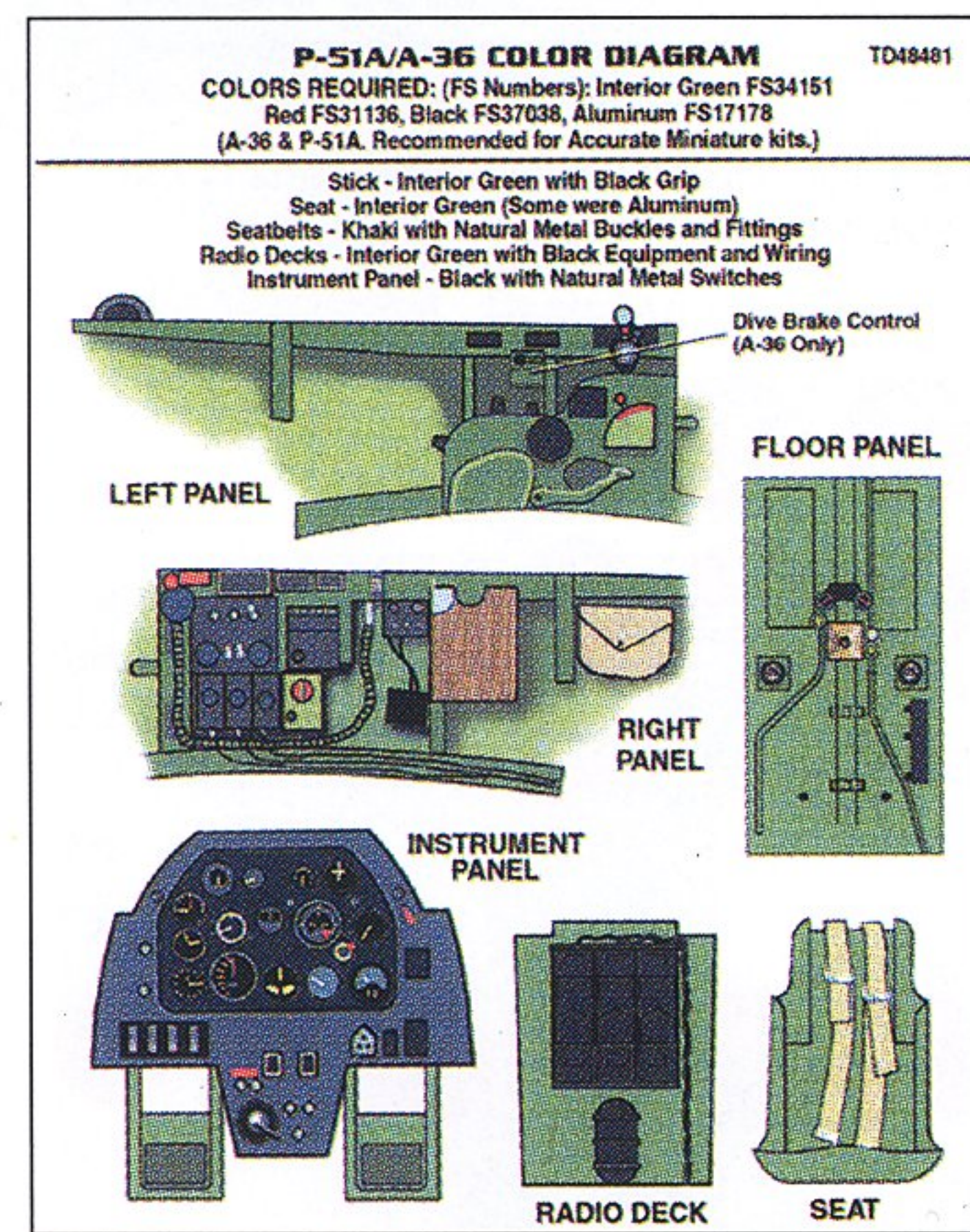
Set 48482 for the Focke Wulf Fw 190D-9

Now this is a set that had me scratching my head, as the header on the packaging states that the set is for the "Hasegawa kit. Can be modified to fit Dragon kits". News to me, I did not know Hasegawa had made a D-9 in this scale! In fact the header is in error, as the instructions state that the set is for the Tamiya kit.

The set consists of a new cockpit 'tub',

sidewalls (with little or no detail), instrument panel, rudder pedals, control column and seat with harness. The set has been accurately modelled on the interior of the preserved D-9 at the USAF Museum I suspect, as the details are clearly shown in Squadron's 'Walk Around' title on the type. The level of detail is good, although oddly the throttle lever is missing from the port side console and there is no mounting bracket for the gunsight on the top of the new instrument panel. The seat also features nicely moulded seat harness detail, although with any Fw 190 the shoulder belts mount onto the upper fuselage decking behind the seat, and those on this seat will not allow you to do that.

Overall, another good set, although whether you feel that the Tamiya or Dragon kits truly need any interior update is up to you.



The 'new' colour instructions for 48481 & 48482

Each of the above sets now includes colour instructions for the detail painting of the new resin parts. These look to be computer generated ('flat') and although they will be of assistance to the less knowledgeable modeller, I suspect most experienced modellers will give them less than a passing glance.

Our thanks to Pocketbond Ltd for the review samples.

Information

UK Enquiries:
Pocketbond Ltd., PO Box 80, Welwyn, Herts.
AL 6 0ND
Tel 01707 391509 Fax: 01707 327466
Manufacturer: True Details, Squadron
Products, 1115 Crowley Drive, Carrollton,
Texas 75011-5010, USA.
Tel: 214 242 1485 Fax: 214 242 37 75

Tom's Modelworks

Subject: Nieuport 24/24bis/27

Scale: 1/48th

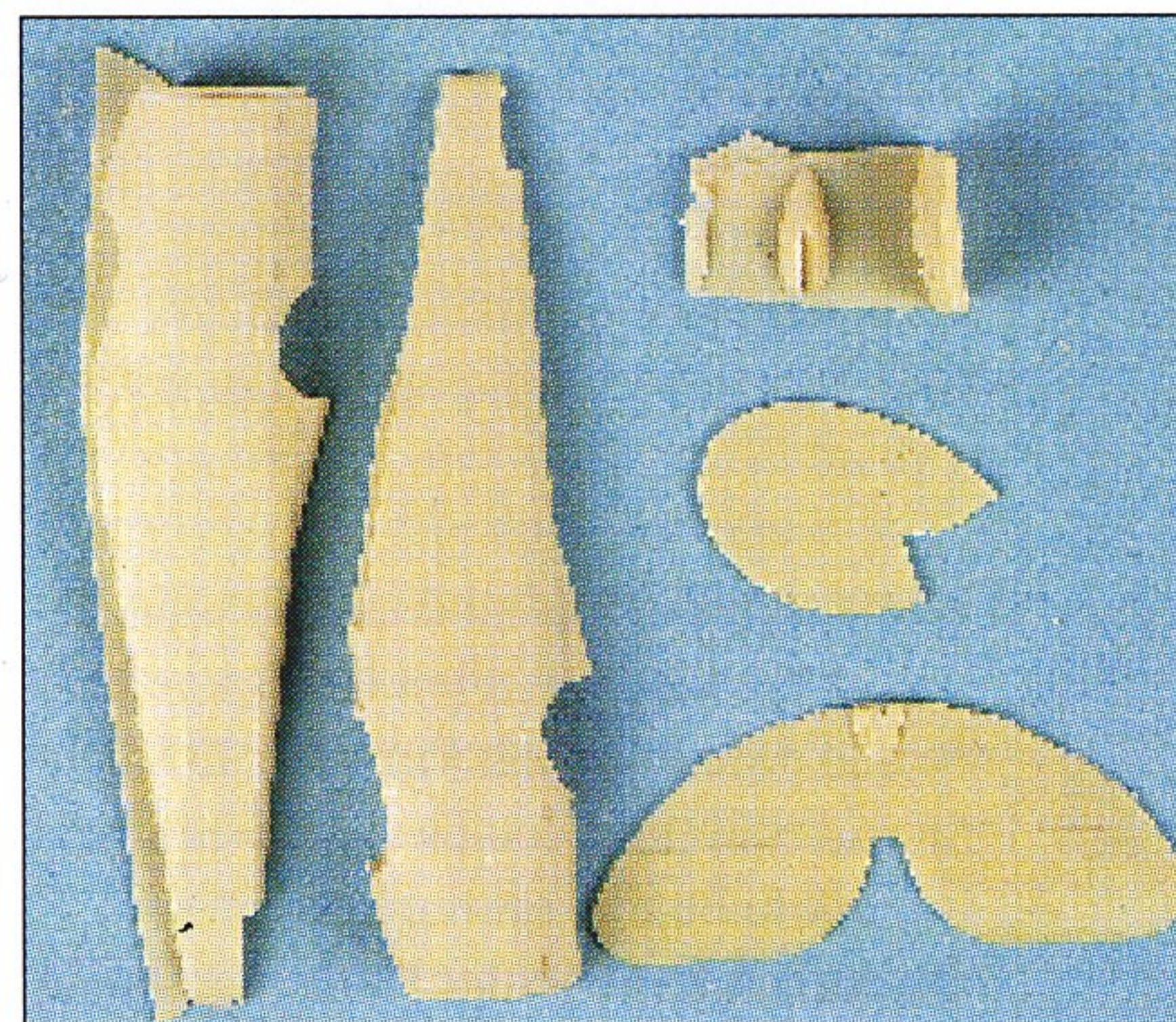
Product No.: TMC006

Type: Conversion Set

Designed for: Eduard Nieuport 17 kit

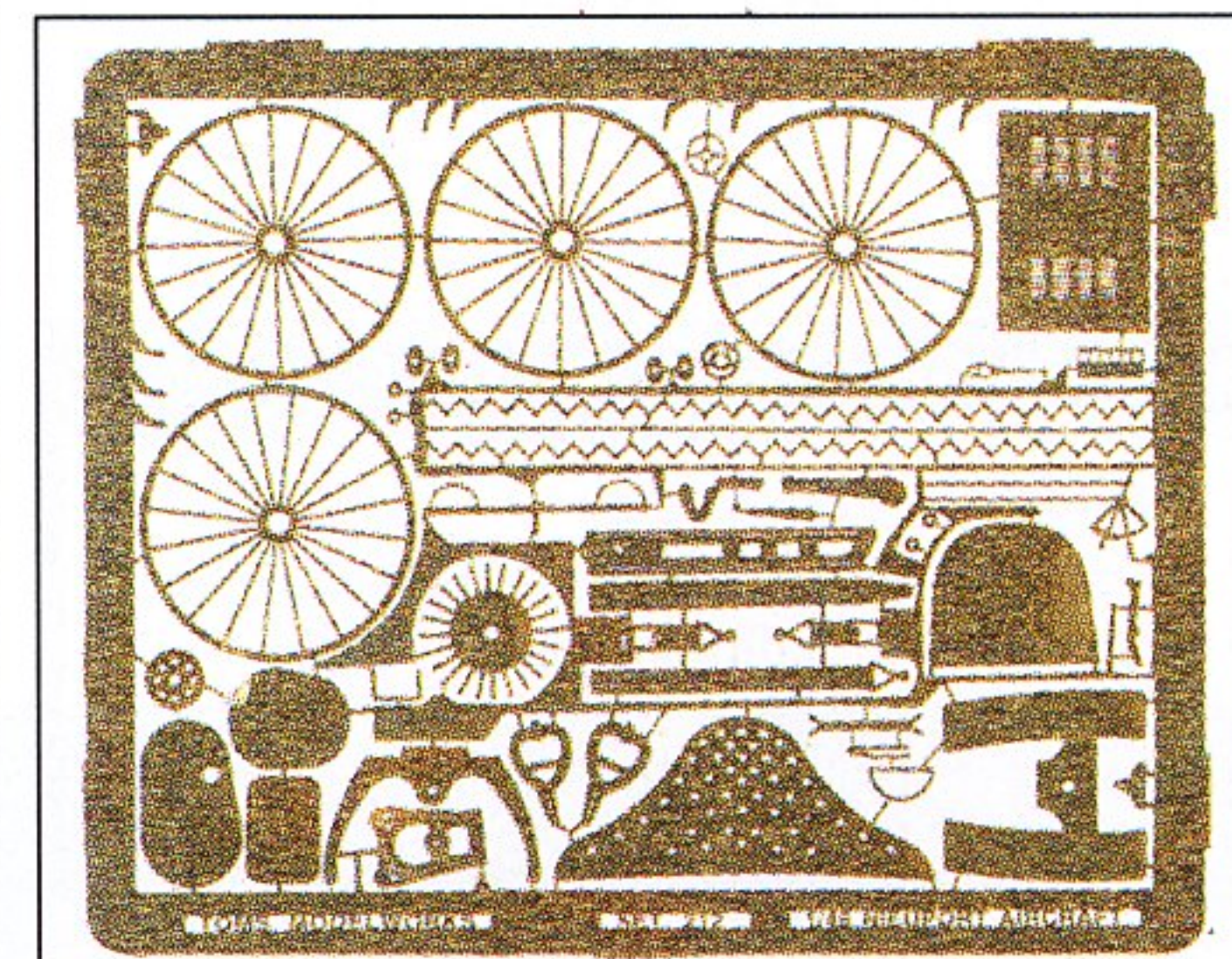
Parts: Resin 5, Etched Brass 53 & Decals

Price: \$TBA



The resin components

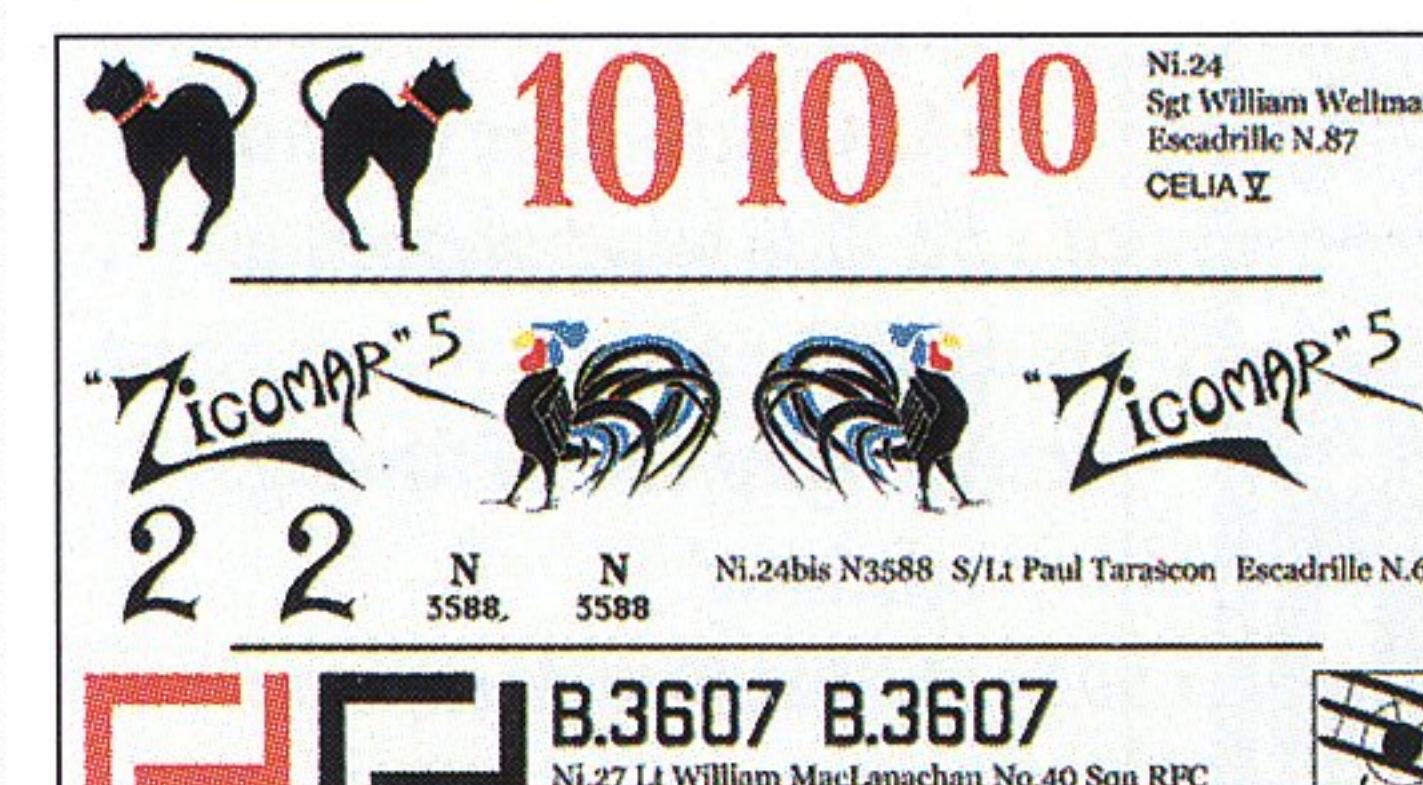
This is a beautiful conversion based around the Eduard Nieuport 17 kit and it allows you to make one of three different versions. The set comes in a stout box, with a colour label and inside you will find bags separately containing the resin, etched brass and decal sheet. The set is



The etched brass fret

backed up with a clear instruction diagram and a very nice colour painting guide.

Conversion of the Eduard kit differs depending on which option you go for. Therefore each is clearly described in the instructions. The Nieuport 24bis simply has the entire fuselage replaced with the resin example. The Nieuport 24 requires the new resin fuselage, the entire tail and rudder replacing with new resin



The decal sheet

examples and the upper wing of the kit part has to be reprofiled in accordance with the diagram in the instructions. The Nieuport 27 requires the new resin

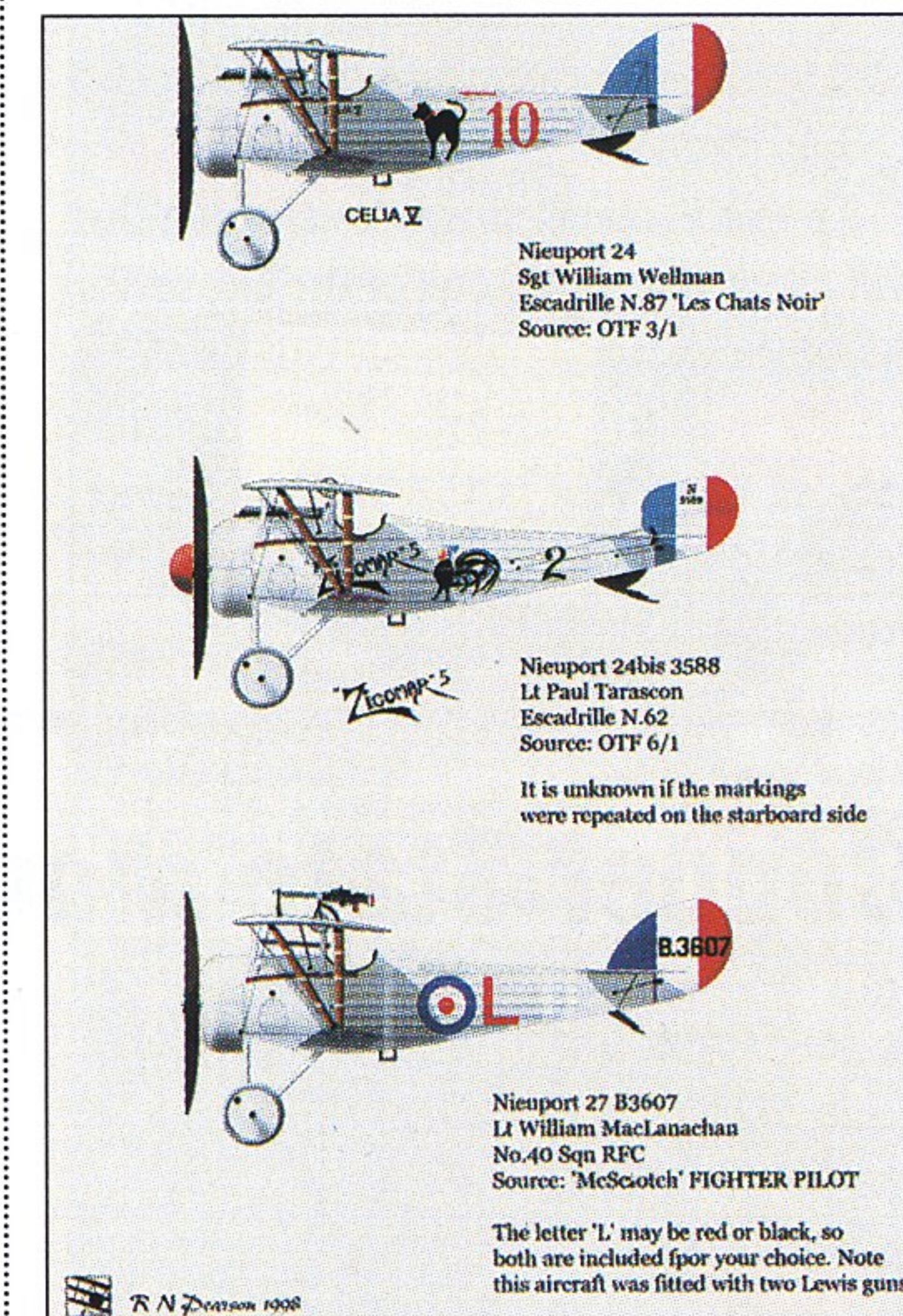
fuselage, the new resin tail and rudder, a scratchbuilt tail skid (illustrations provided) and a reprofiling of the upper wing ailerons.

The instructions also note that if you wish to make the Nieuport 25 from the Eduard kit, you will have to obtain the

new engine and cowling from Rosemont Hobbies in the USA, so this set could offer four versions! There are three marking options, one for each type, and these are;

1. Nieuport 24 flown by Sgt. William Wellman of Escadrille N.87 'Les Chats Noir'
2. Nieuport 24bis, N3588, flown by Lt. Paul Tarascon of Escadrille N.62
3. Nieuport 27, B3607, flown by Lt. William MacLanachan of No. 40 Squadron, RFC.

The quality of all the parts offered in this set is excellent. The etched-brass fret offers a mass of generic details suitable for all of the options offered in the conversion, and I am sure that those left over will soon find a home within any WWI modeller's 'pending pile' of kits. The resin parts are finely



The three colour options

cast with excellent fabric effect and the fuselage halves even have the internal structure moulded onto them.

This is a stunning set, and one I would highly recommend to all WWI fans.

Our thanks to Tom's Modelworks for the review sample.

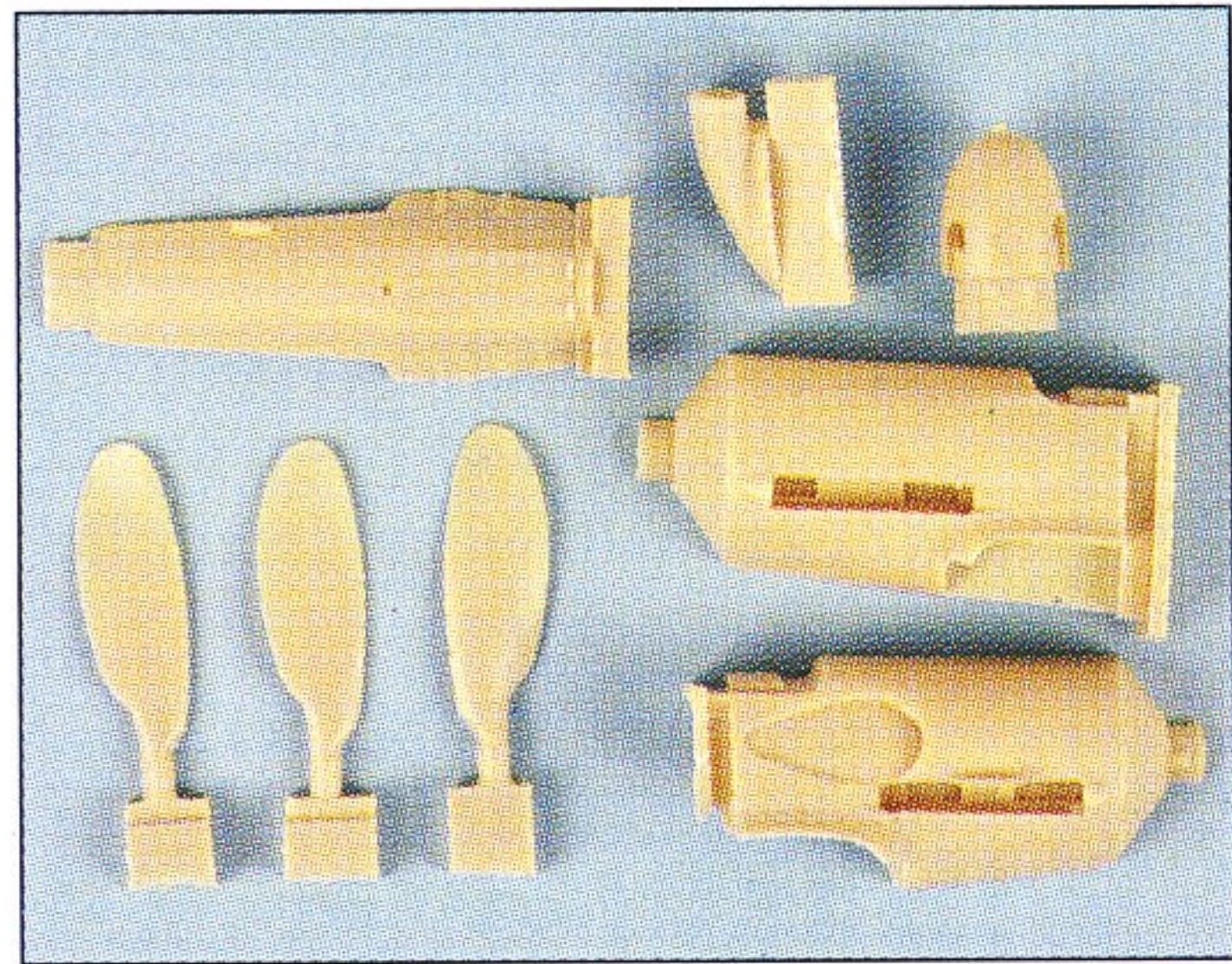
Information

Worldwide Enquiries:

Tom's Modelworks, 1050 Cranberry Drive,
Cupertino, CA 95014, USA.
Tel/Fax: 4(408) 777 TOMS
Email: tomsmodelworks@worldnet.att.net

ARBA Products

Subject: Focke Wulf Fw 190D-11 & D-13
Scale: 1/48th
Product No.: CK076
Type: Conversion Set
Designed for: Tamiya Fw 190D-9 kit
Parts: Resin 8
Price: £8.00



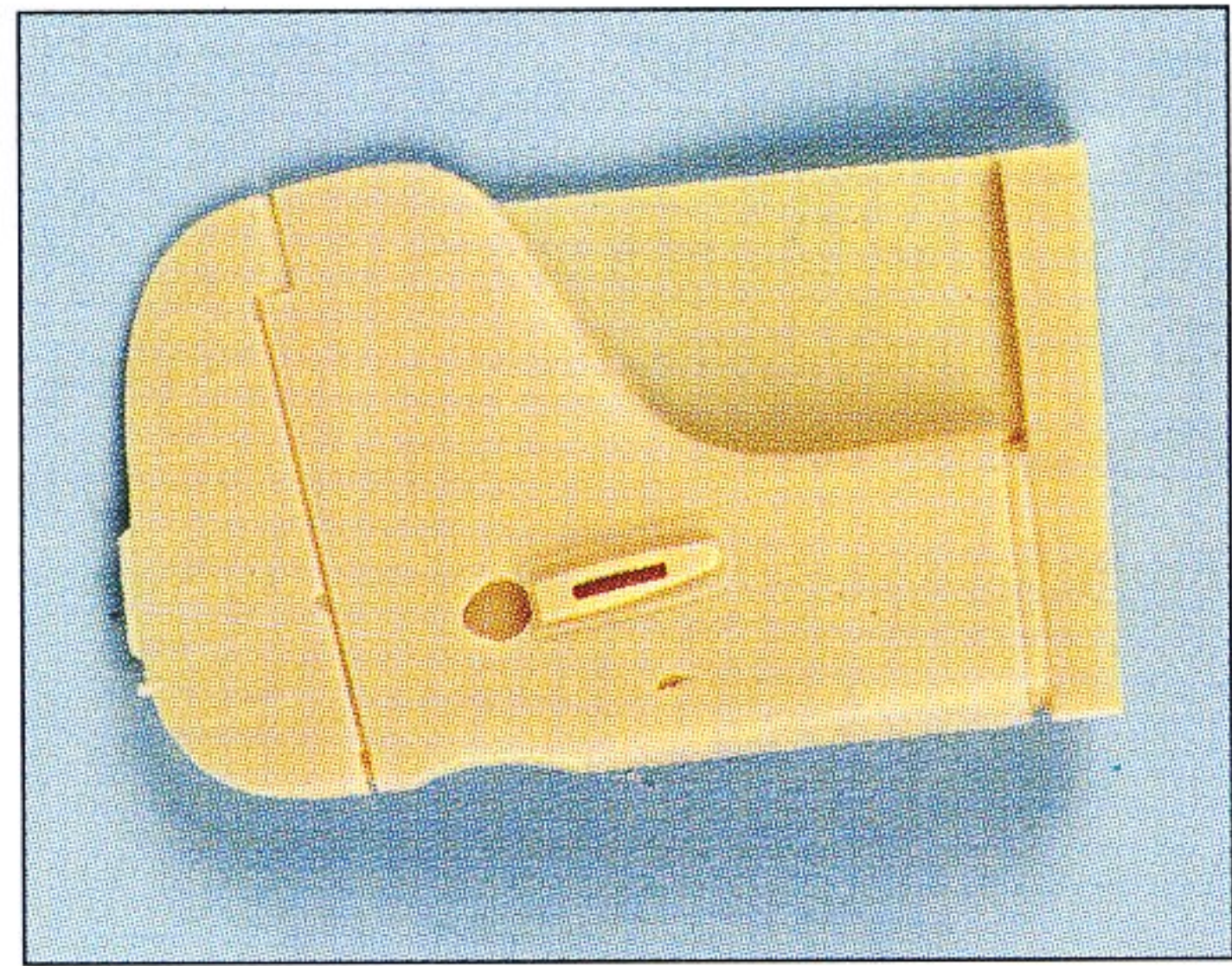
Focke Wulf Fw 190D-11 & D-13 (CK076)

This conversion will allow you to make the late series D-11 and D-13 from the existing Tamiya D-9 kit. It comprises a nicely cast set of forward engine cowls, a new upper cowl decking, supercharger air intake and a new spinner and propeller blades. Each part is very well cast and is easily as good as the best resin sets currently available from the USA. Each part is offered as a direct replacement for the kit part, and the only surgery you will have to do is to cut the extreme nose off. This however is quite easy, as the cutline is also a panel line.

An excellent, yet simple conversion that will allow you to add one of the late series Fw 190s to your 1/48th scale collection.

Subject: Focke Wulf Ta 152 Tail Fin & Rudder
Scale: 1/48th
Product No.: CK077

Type: Conversion Set
Designed for: Tamiya Fw 190D-9 kit
Parts: Resin 1
Price: £2.15



Focke Wulf Ta 152 Tail Fin & Rudder (CK077)

What you get in this set is exactly what it says on the label, namely a wooden vertical fin and rudder suitable for the Ta 152. This fin and rudder are complete with the aft fuselage up to the rear transit joint, so fitting them to a suitable Fw 190 kit should prove fairly simple (although this product is designed to fit the Tamiya D-9). The reasoning behind such a product is that many late-series Fw 190's actually had the Ta 152 series wooden tail unit fitted, so ARBA are offering this should you wish to build any of these versions. I think that a number of the decal options on some recent sheets from KommanDeur had such machines on them, so this conversion is very welcome.

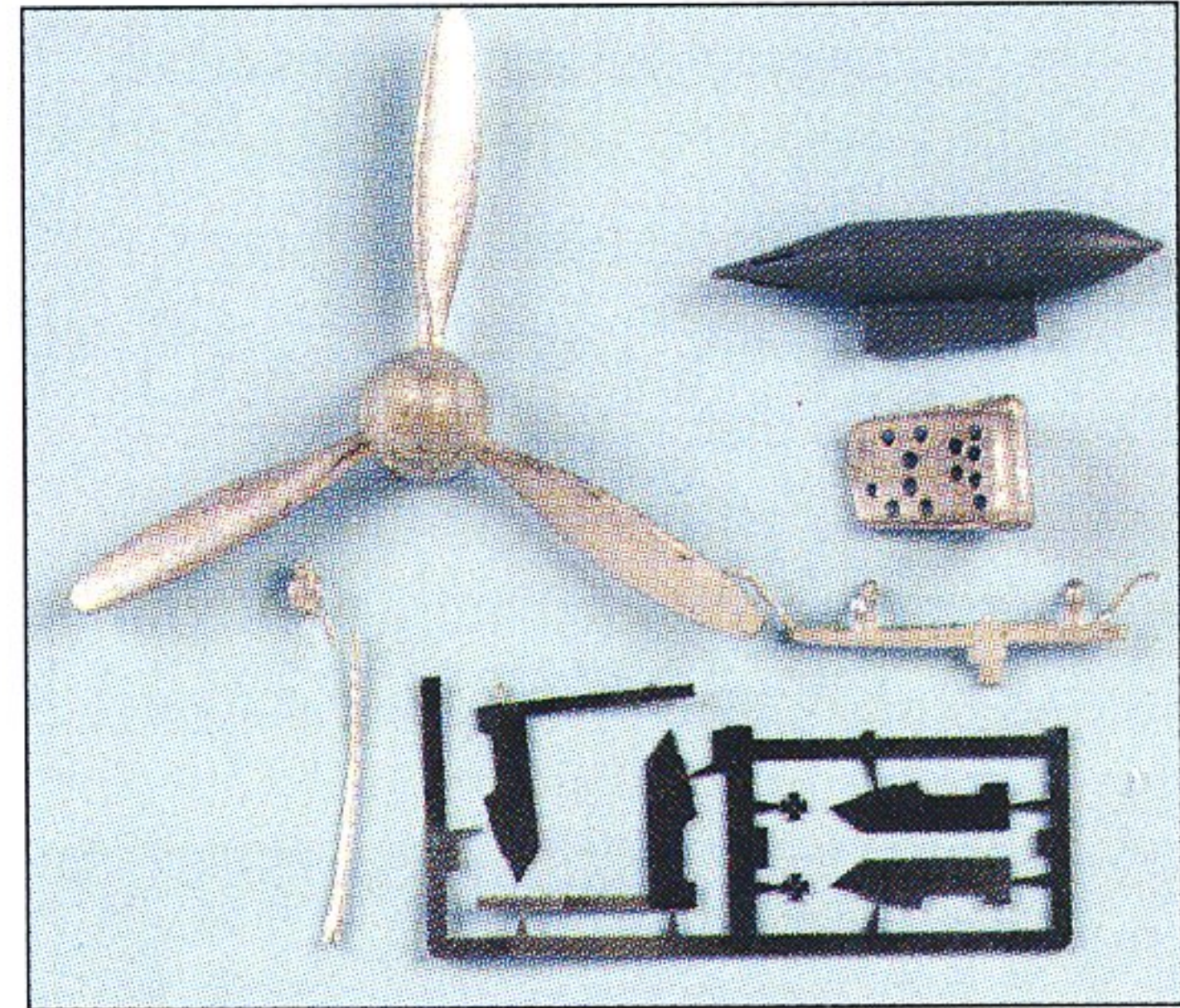
Our thanks to ARBA Products for the review samples

Information

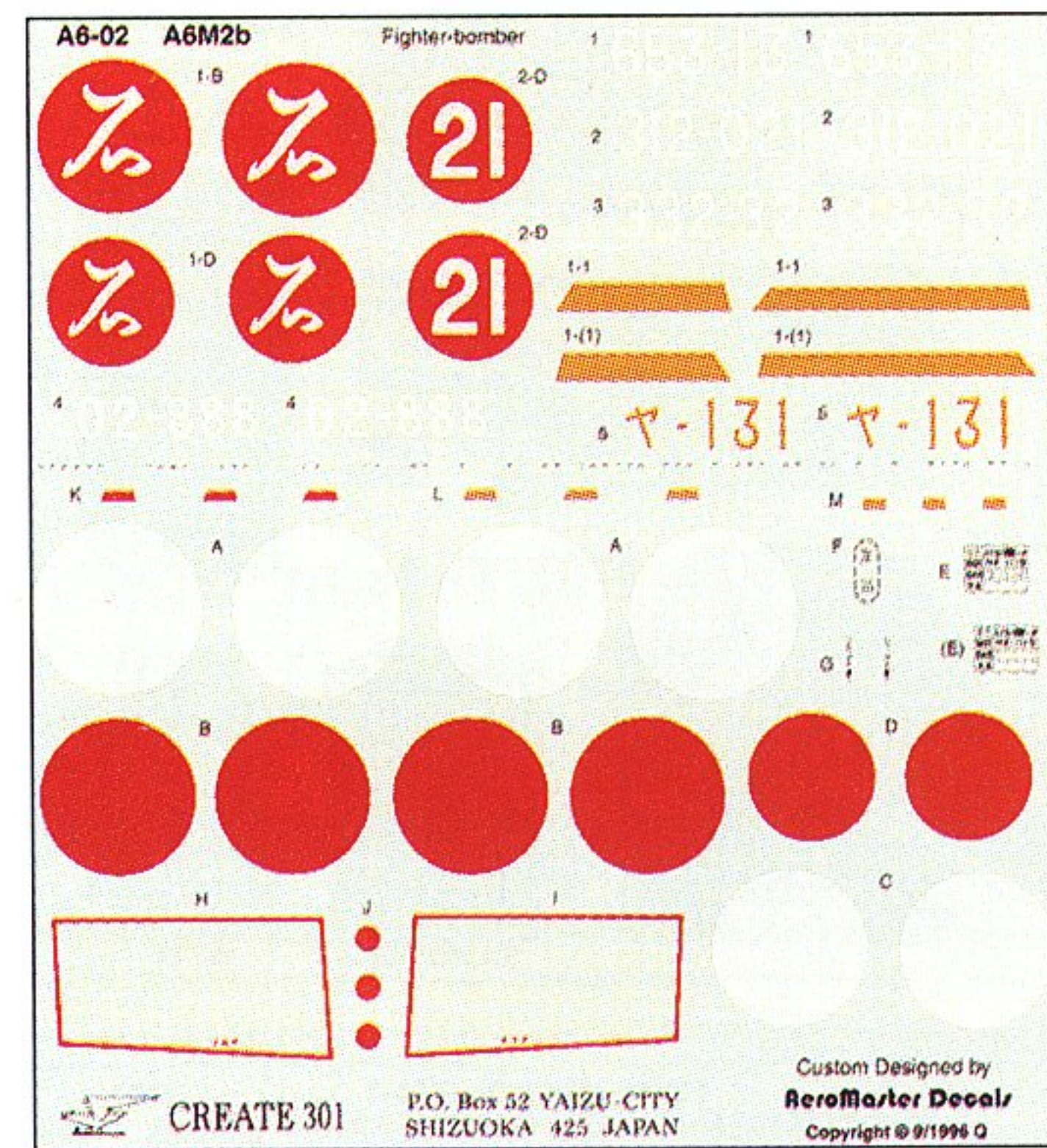
Worldwide Enquiries:
ARBA Products, 88 Lawrence Road,
Biggleswade, Bedfordshire. SG18 0LU
Tel: 01767 316560

CREATE 301

Subject: Nakajima A6M2b **Scale:** 1/48th
Product No.: A6-02 **Type:** Update Set
Designed for: Hasegawa kit
Parts: White Metal 6, Resin 1, Etched Steel 6
Decal Options: 5
Price: ¥TBA



The metal, resin and etched-steel parts of this conversion



The decal sheet produced by AeroMaster

This firm will be new to many of you, as it was to us until recently. They produce a massive selection of high quality mixed media conversion sets for just about every version of



The completed conversion

the A6M Zero series, which include a product familiar to many of you; AeroMaster decals! This set allows you to convert a Hasegawa A6M2b into a Nakajima-built fighter-bomber version and it comprises a new white-metal seat, propeller and IJN medium bomb rack, plus the IJN Type 99 250kg bomb made up of a resin body and etched-steel fins and fuses. The level of detail on all of these parts is of the highest quality, and the whole product is only slightly marred by the lack of English instructions to clarify certain details (or is it my inability to read Japanese?). Once you have converted your Hasegawa kit into this type, you may be scratching your head about colour options, not so with this product. An excellent decal sheet printed by AeroMaster includes markings for five machines, although once again the only instructions are in Japanese.

This is a real gem of a set. I would suspect than many Japanese aircraft fans will be looking to obtain this set, and once you have the entire list of some 30 A6M conversions and updates available from Create 301, there will be no stopping you!

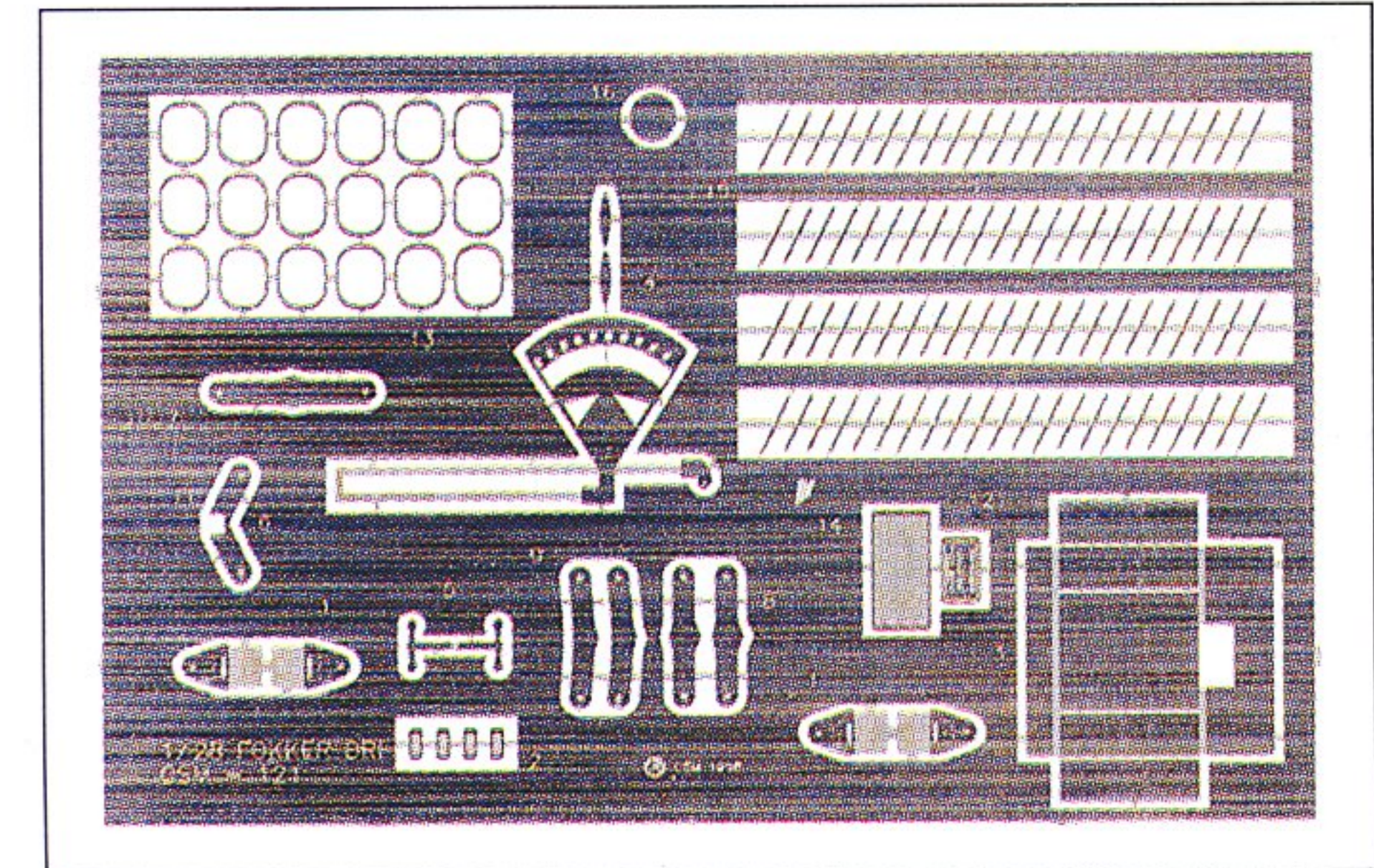
Our thanks to CREATE 301 for the review sample.

Information

Worldwide Enquiries:
CREATE 301, P.O. Box 52, Yaizu-City,
Shizuoka 425-869, Japan.
Fax: 001 82 54 629 9495

Copper State Models

Subject: Fokker Dr.I
Scale: 1/28th
Product No.: CSM #121
Type: Detail Set
Designed for: Revell® or Hobbycraft kits
Parts: Etched Brass 46
Price: \$8.99



Fokker Dr.I (CSM #121)

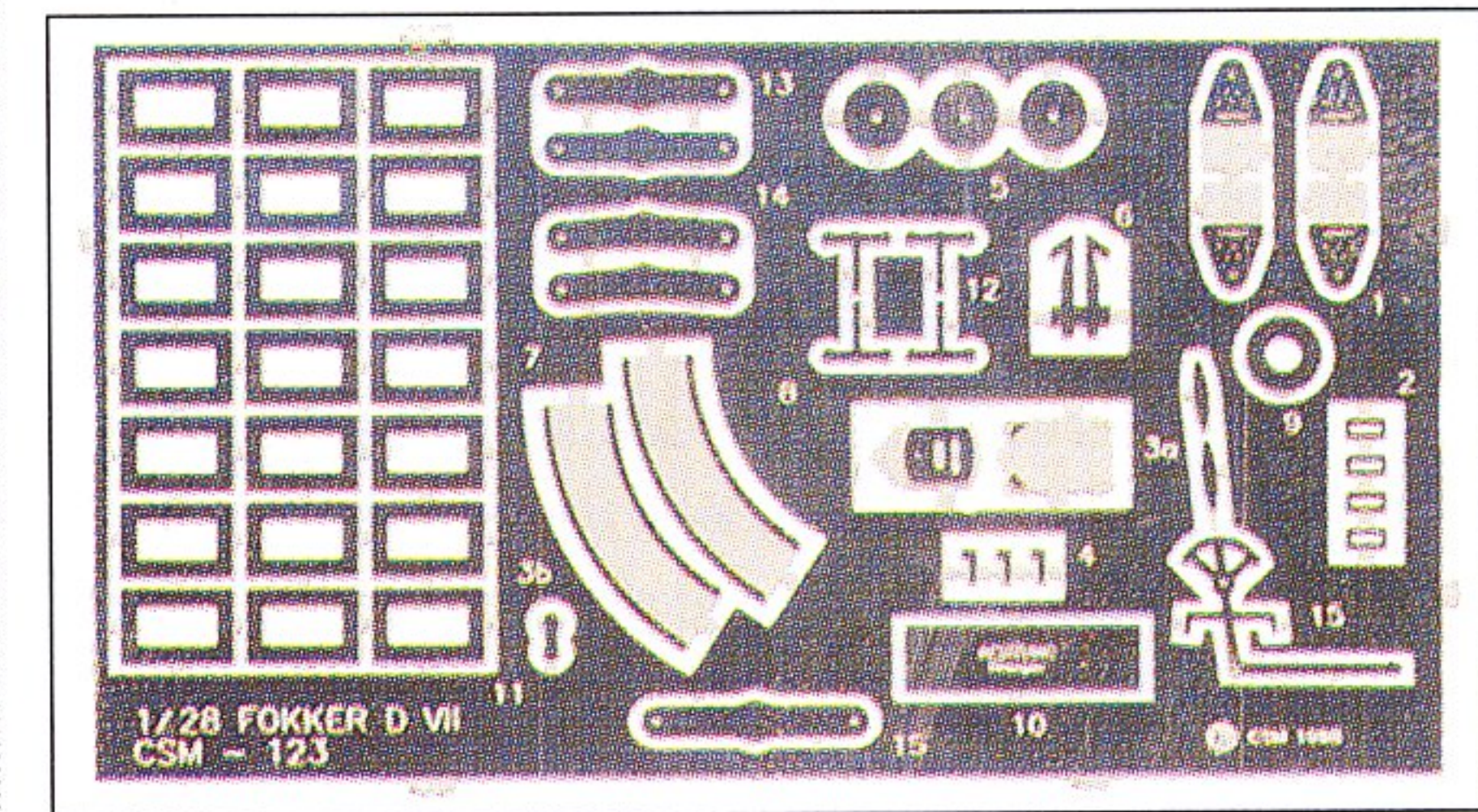
This set offers a number of details for the Revell® or Hobbycraft kits and consists of:

1. New seat belt buckles
2. Seat belt adjusters
3. Ammo box
4. Throttle quadrant
5. Air pump handle
6. Cockpit rudder control horn
7. Rudder control horn
8. Wing control horns
9. Tailplane control horns
10. Manufacturer's nameplate
11. Control wire grommets
12. Top wing inspection plate
13. Four sets of fuselage 'stitching'
14. Petrol tank cap

Each piece is cleanly etched and in this big scale, the set will certainly add a lot of detail to either kit.

Subject: Fokker D.VII
Scale: 1/28th
Product No.: CSM #123

Type: Detail Set
Designed for: Revell® kit
Parts: Etched Brass 50
Price: \$8.99



Fokker D.VII (CSM #123)

This set is designed for the Revell® kit and it offers the following details;

1. Seat belt buckles
2. Seat belt adjusters
3. Magneto (three-part)
4. Instrument panel handles (x3)
5. Instrument switch plates (x3)
6. Triggers
7. Rudder tread plates for cockpit floor

8. Air pump handle
9. Water pump face
10. Instrument panel warning placard
11. Control wire grommets (x21)
12. Wing control horns
13. Tailplane control horns
14. Rudder control horns
15. Throttle quadrant

Once again each piece is cleanly etched. The problem with this set is that it's rather like putting a ribbon around your wastebin, as the Revell 1/28th scale kit is so inaccurate to start with! That aside, I am sure many WWI fans will be able to utilise this excellent set.

Our thanks to Copper State Models for the review samples

Information

Worldwide Enquiries:
Copper State Models, 3245 E. Hillery Drive,
Phoenix, AZ 85032, USA.
Tel: 602 867 8822

Pend Oreille Model Kits

Subject: Two German pilots with crates

Scale: 1/48th

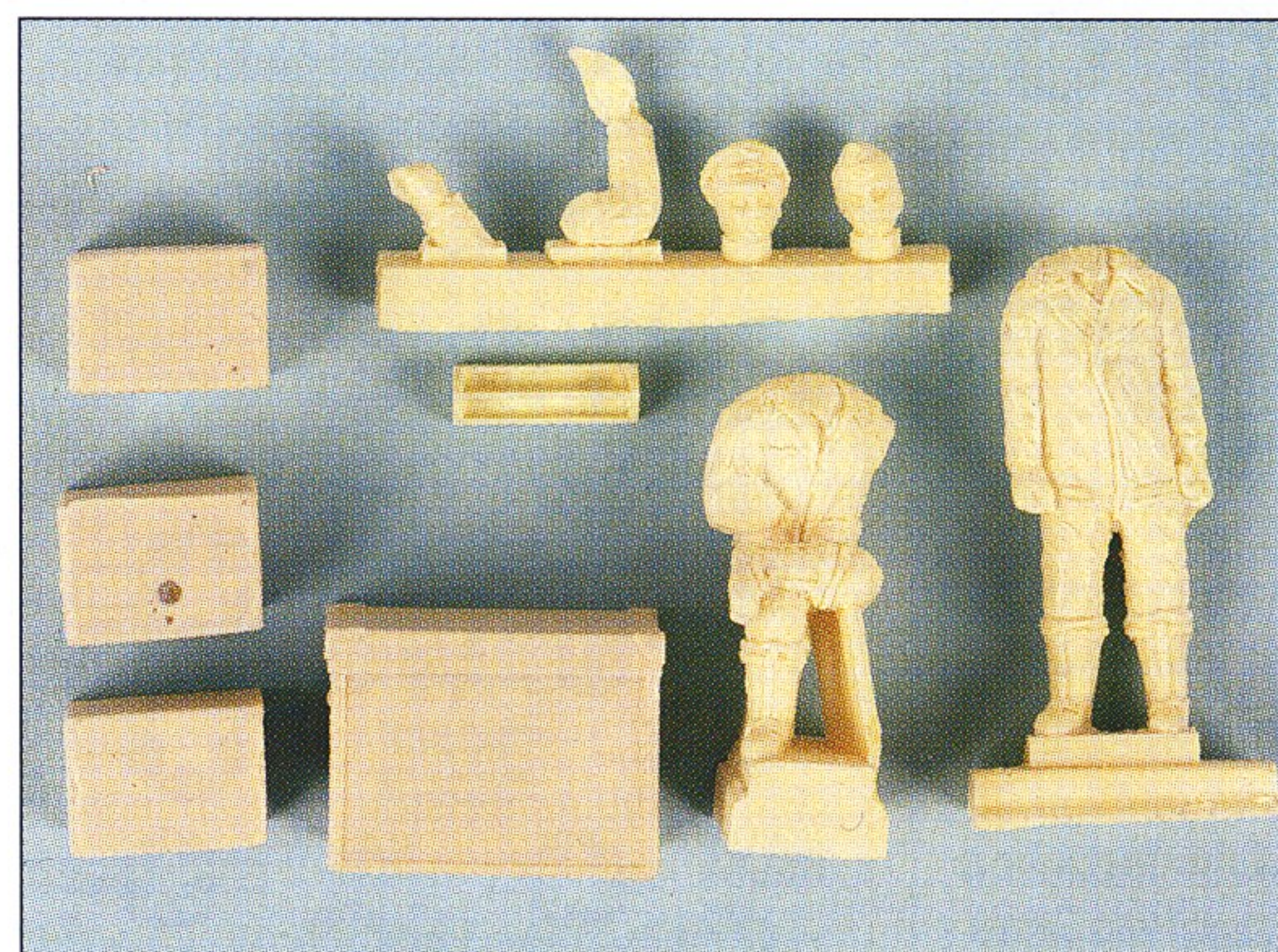
Product No.: 48PO-A85

Type: Figure set

Designed for: N/A

Parts: Resin 11

Price: \$9.00

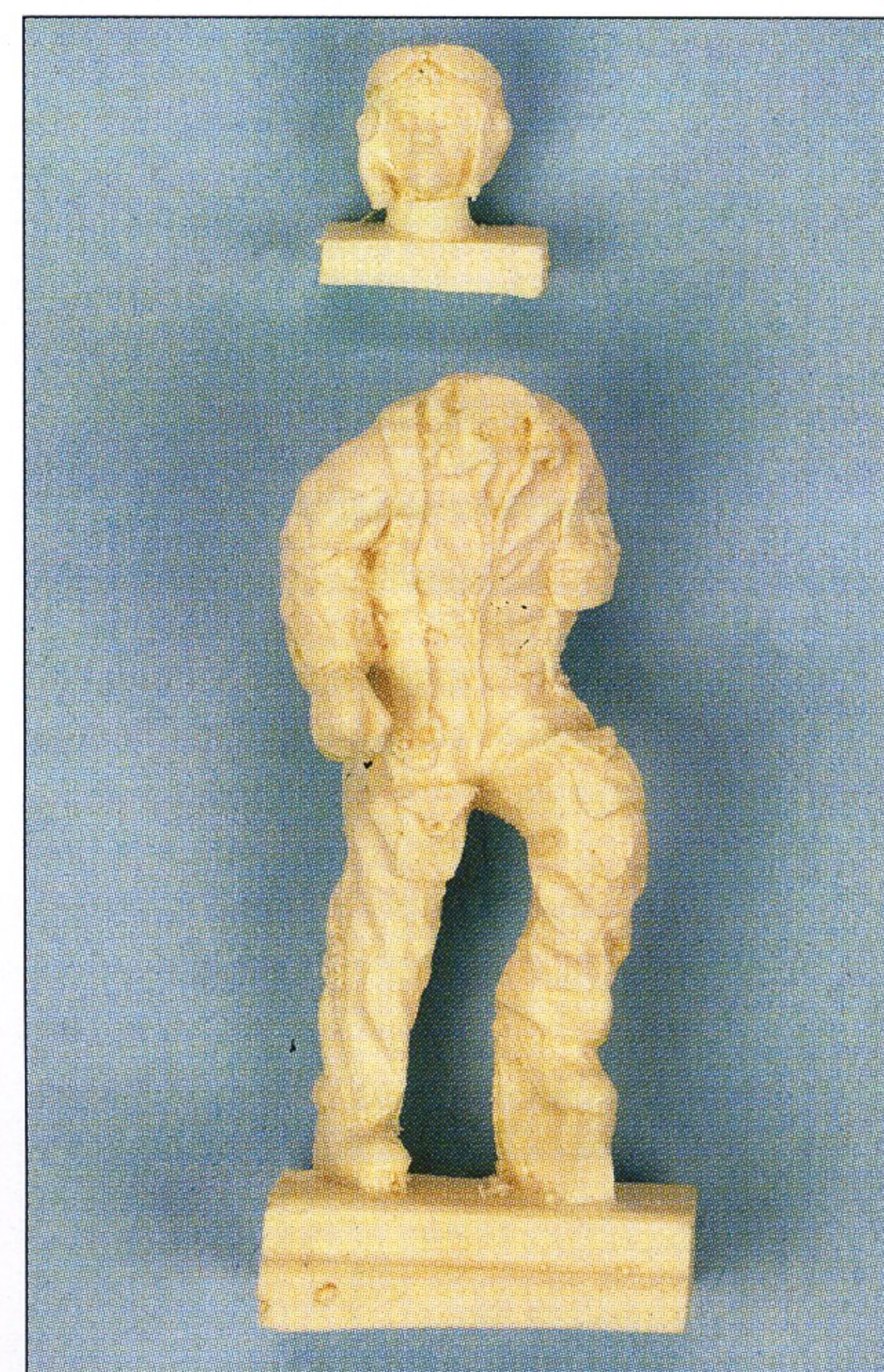


48PO-A85 before...



... and after painting

This set offers two Luftwaffe pilots; one seated, one leg crossed over the other, sitting down, while the other is standing up. The former is dressed in full late-war flying equipment and a peaked cap, while the other is in flying overalls and a field cap. Also included are three wooden crates, plus a much larger trunk and a tool box. The latter item has a handle made of plastic rod which is also included in the set.



48PO-A241 before...

The figures have the heads separate, and the seated example also has the arms as individual pieces. The level of detail on all parts is very good, and the facial expressions are nicely worked.

The set comes with an A4-sized instruction sheet that not only gives a diagrammatic assembly sequence, but also lists all colours required by FS number!

Subject: WWII French pilot running in flying suit

Scale: 1/48th

Product No.: 48PO-A241

Type: Figure set

Designed for: N/A

Parts: Resin 2

Price: \$3.50



... and after painting

This set offers a nicely detailed WWI vintage French pilot in a running pose.

The head is a separate part and the level of detail and pose of the figure is most convincing. Overall, this is another excellent product and the instructions include that full painting guide complete with FS reference paint chart.

Subject: Republic P-43 Lancer

Scale: 1/48th

Product No.: 48PO-A170

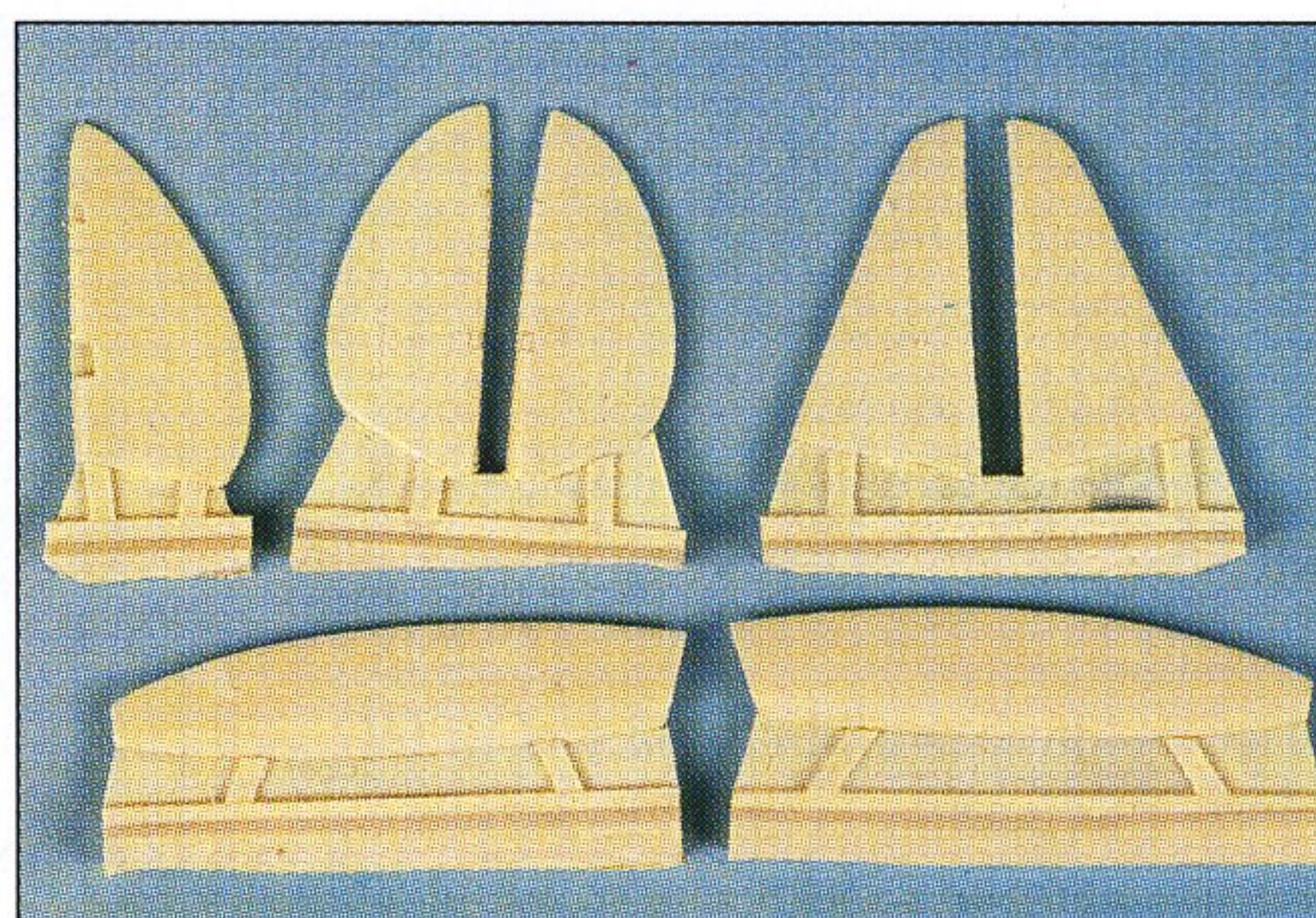
Type: Control Surfaces

Designed for: Classic Airframes kit

Parts: Resin 7

Price: \$8.50

Basically this set offers a complete set of replacement control surfaces



48PO-A170

for the Classic Airframes kit. Each is cast as a direct replacement for the bits of the kit you will cut away, and unlike many such sets, this one does not expect you to deal with cutting up the tailplanes, including both tailplane and elevators. The other items included are the ailerons and rudder.

Each piece is well cast and there is good fabric effect on the rudder and elevators.

Subject: Fiat CR.32

Scale: 1/48th

Product No.: 48PO-A210

Type: Control Surfaces

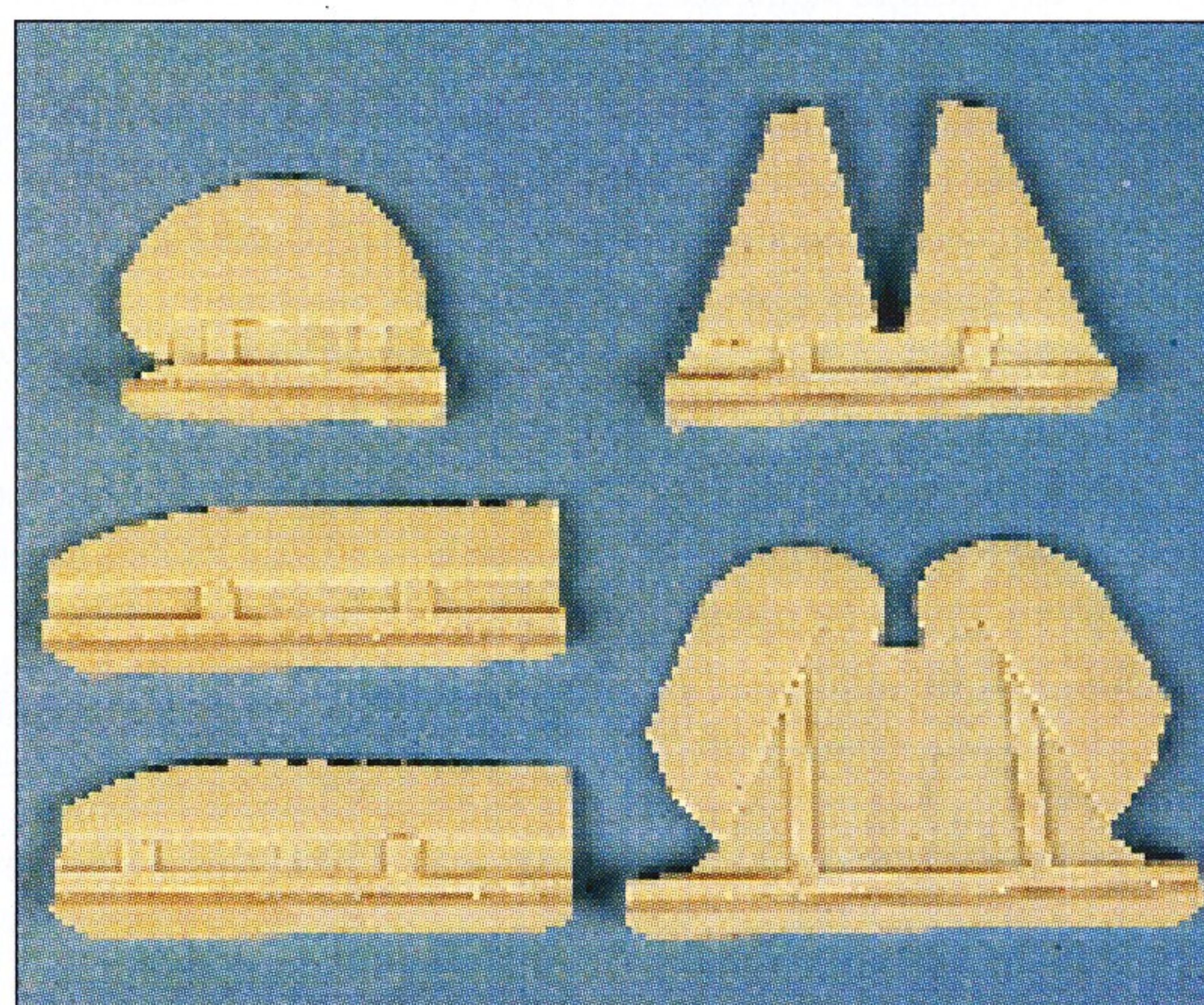
Parts: Resin 7

Designed for: Classic Airframes kit

Price: \$8.50

Once again, this offers a complete set of replacement control surfaces for the Classic Airframes kit. The set features excellent fabric effect on each part, and there are also new tailplane sections for you so you don't have to worry about the accurate removal of the elevators from this area of the kit.

Each of these sets can be highly



48PO-A210

recommended and it is nice to see subjects such as the French Air Force in WWII getting coverage at last.

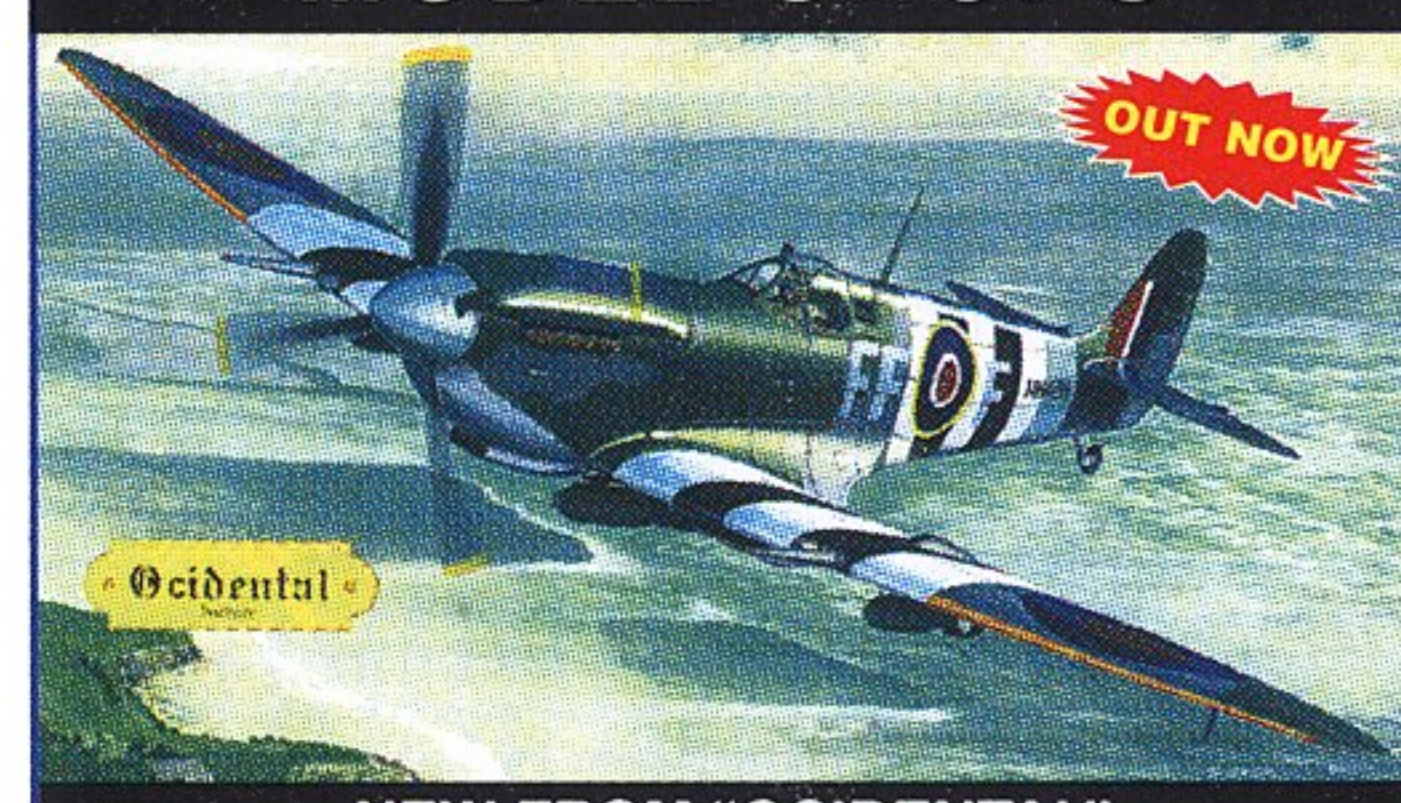
Our thanks to POMK for the review samples.

Information

Worldwide Enquiries:

Pend Oreille Model Kit, P.O. Box 9967,
Spokane, WA 99209-0967, USA
Tel/Fax: 509 327 2561

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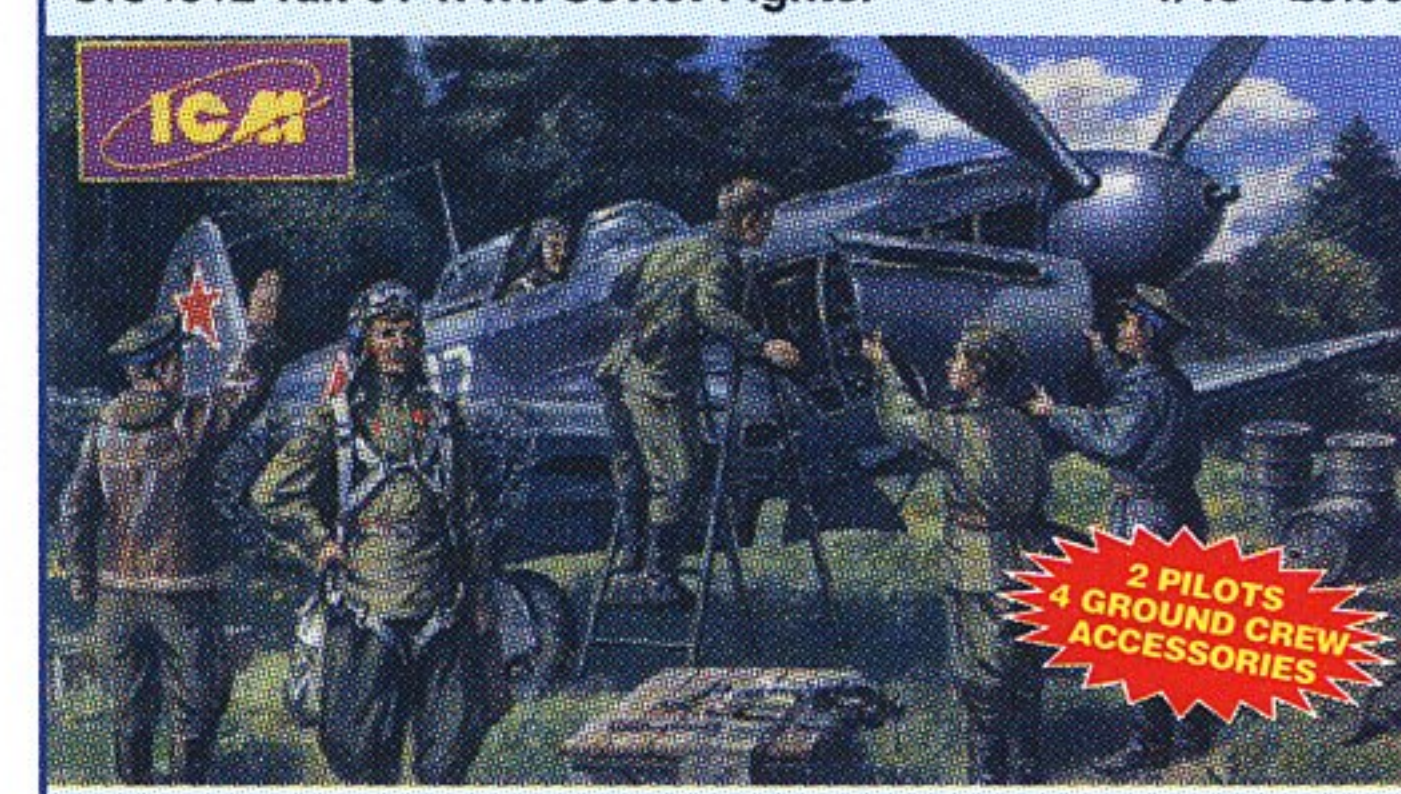


UTK120 Aviatik-Berg D.I WWI Fighter	1/72	£TBA
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NEW "ICM" KITS



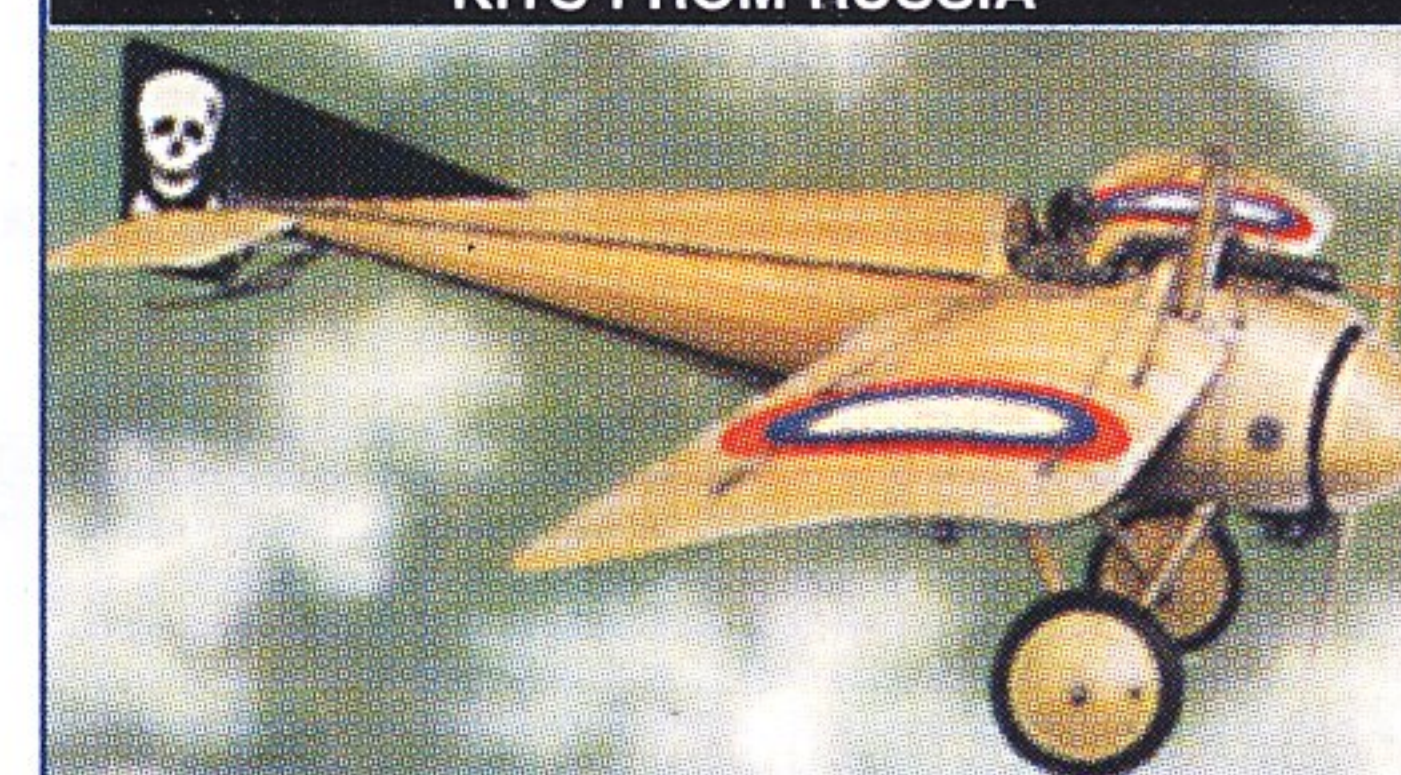
UIC4831 Yak-7A WWII Soviet Trainer	NEW 1/48	£9.99
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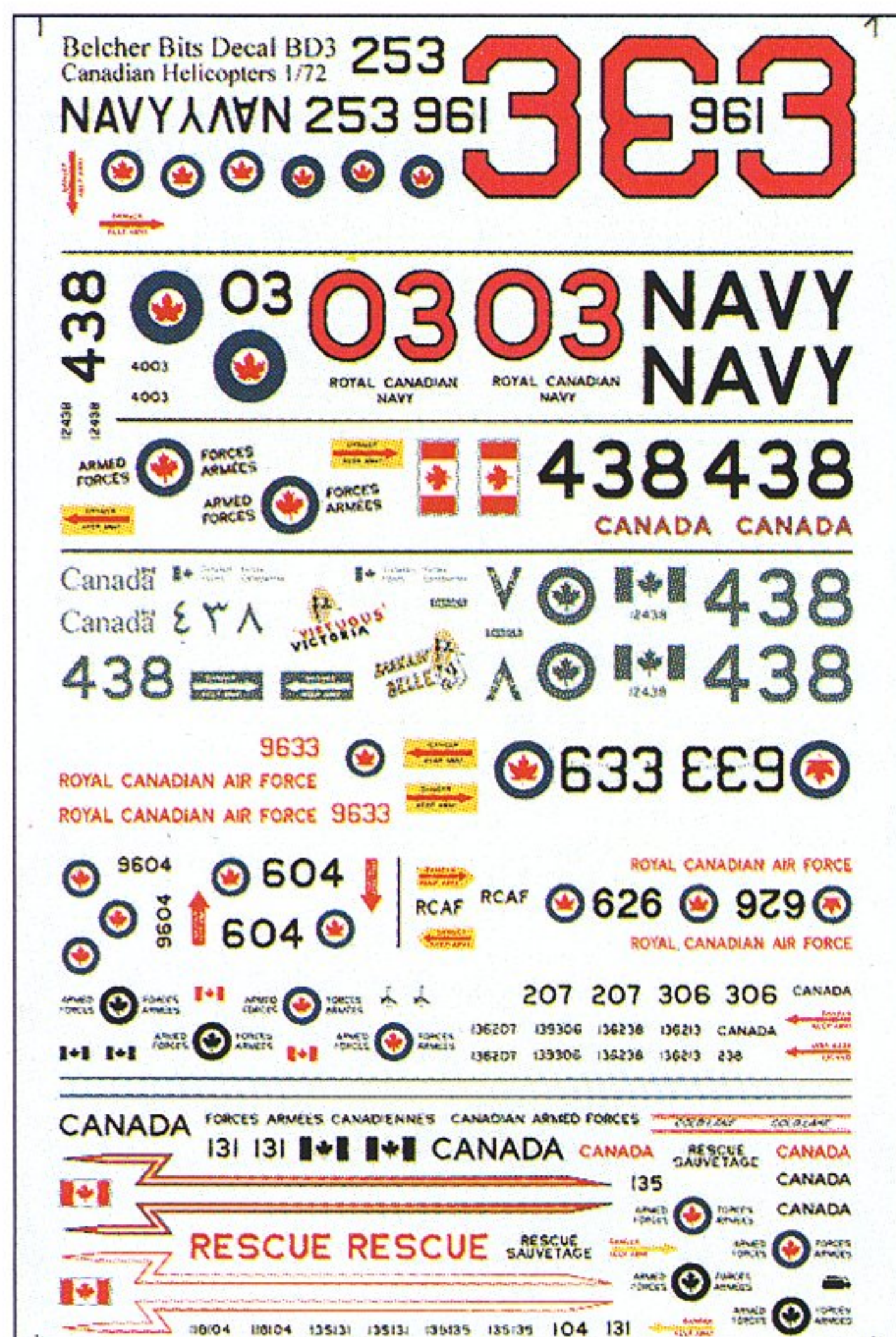
Trade enquiries only on Tel: 01707-391509 Fax 01707 327466

Belcher Bits

Three new sheets, one in 1/72nd and the remaining two in 1/48th scale, have been passed directly to us by Belcher Bits.

1/72nd Scale

BD3 Canadian Helicopters



The decal sheet from BD3

This sheet offers the following options;

- 1. HO4S-2, S/No. 961 on HMCS Magnificent in 1953. This machine is Dark Grey 501-102 (similar to Extra Dark Sea Grey) over Light Grey 501-106 (similar to Medium Sea Grey).
- 2. HO4-S, S/No. 253 on HMCS Bonaventure in 1958. This machine is in the same scheme as the previous option
- 3. Sikorsky CHSS-2, S/No. 4003 of HS-50, RCN, in 1963. This machine is Dark Grey over Light Grey with the nose, tail band and horizontal stabiliser in dayglo red.
- 4. CH-124A, S/No. 12438 in 1974. This machine is Grey 501-109 (similar to Boeing Grey although no FS equivalent is applicable).
- 5. CH-124A, S/No. 12438 of No. 443 Squadron on HMCS Huron in 1991. This machine is Medium Grey (FS 26173) overall.
- 6. Sikorsky H-5, S/No. 9604, RCAF in 1954. This machine is yellow overall.
- 7. Sikorsky H-19, S/No. 9626 of No. 108 Comm Flight in 1955. This machine is Red 509-102 (FS 11310) over Blue 502-103 (FS 15065) separated by a 2" white cheatline.
- 8. H-34, S/No. 9633 of No. 108 Comm Flight in 1955. This machine is in the same scheme as the previous option.
- 9. CH-136 Kiowa, S/No. 136213 in 1971. This machine is Grey 503-102 (FS 14097) overall

with Yellow 505-101 (FS 13538) rear doors, engine cowlings, stabilisers and 33" tail rotor band.

- 10. CH-136 Kiowa, S/No. 136207 of 3CFFTS, c.1980. This machine is in the same colours as the previous option, but the yellow has been expanded and is bordered with a narrow white cheatline.
- 11. CH-136 Kiowa, S/No. 136238 of 10 TAG c.1980. This machine is Grey 501-302 (FS 36099) and Green 503-301 (FS 34064) in a camouflage pattern overall.
- 12. CH-136 Kiowa, S/No. 136238 of 10 TAG c.1987. This machine is in the same scheme as the previous option, but the grey has been replaced with Green (FS 34095)
- 13. CH-139 Jet ranger, S/No. 139305 of 3 CFFTS c.1987. This machine is in a similar scheme to option 10 (not 4 as noted on the instructions).
- 14. CH-118 Iroquois, S/No. 118103 c.1980. This machine is Green 503-102 (FS 14097) overall with Red 509-102 (FS 11310) engine cowlings and stabilisers and a 36" yellow 505-101 (FS 13538) band on the tailboom.
- 15. CH-118 Iroquois, S/No. 118102 of the Base Rescue Flight, CFB Cold Lake in 1973. This machine is white overall with the nose, engine cowlings and fuselage and tailboom bands in red.
- 16. CH-118 Iroquois, S/No. 118104 of the Base Rescue Flight, CFB Chatham in 1980. This machine is Yellow 505101 (FS 13538) overall with a red band bordered in black around the fuselage.
- 17. CH-135 Twin Huey, S/No. 135135 of the SAR Flight, CFB Trenton in 1985. This machine is in the same scheme as the previous option.
- 18. CH-135 Twin Huey, S/No. 135132 of 10 TAG in 1975. This machine is Grey 501-302 (FS 36099) and Green 503-301 (FS 34064) camouflage over Light Grey 101-327 (FS 36270). Note with this example that the side numbers '132' are NOT included on the decal sheet, as the manufacturer could not fit them on!
- 19. CH-135 Twin Huey, S/No. 135131 of 10TAG in 1980. This machine is Grey 501-302 and Green 503-301 camouflage overall.
- 20. CH-135 Twin Huey, S/No. 135131 of 10TAG c.1987. This machine is Green (FS 34095) and Green 503-301 camouflage overall.

Apart from the omission listed, the decal sheet includes all the unique markings for each option plus a selection of national insignia and stencils.

1/48th Scale

BD4 Canadian Harvards

This sheet offers markings for the following five machines;



The decal sheet from BD4

- 1. Harvard II, 2905 of an unknown RCAF unit in 1947. This aircraft is Trainer Yellow overall with red and white stripes on the rudder and engine cowlings.
- 2. Harvard IIA, 2757, TF-U of the Operational Training School, RCN, Shearwater, Nova Scotia in 1949. This machine is Trainer Yellow overall with a black anti-dazzle panel.
- 3. Harvard II, 3188 of VC 920, RCN Reserve, Downsview, Ontario in 1957. This aircraft is Trainer Yellow overall with the rudder in white and red stripes and the cowlings red.
- 4. Harvard II, 2564 of No. 4 Service Flying Training School, Saskatoon, Saskatchewan in 1941. This machine is Dark Earth and Dark Green over Trainer Yellow with yellow panels on the upper wing panels, fuselage decking and tailplanes.
- 5. Harvard II, AJ955 of No. 2 Wireless School, Sheppard, Alberta in 1943. This machine is Trainer Yellow overall with the engine cowlings in black and red checks (supplied as decals).

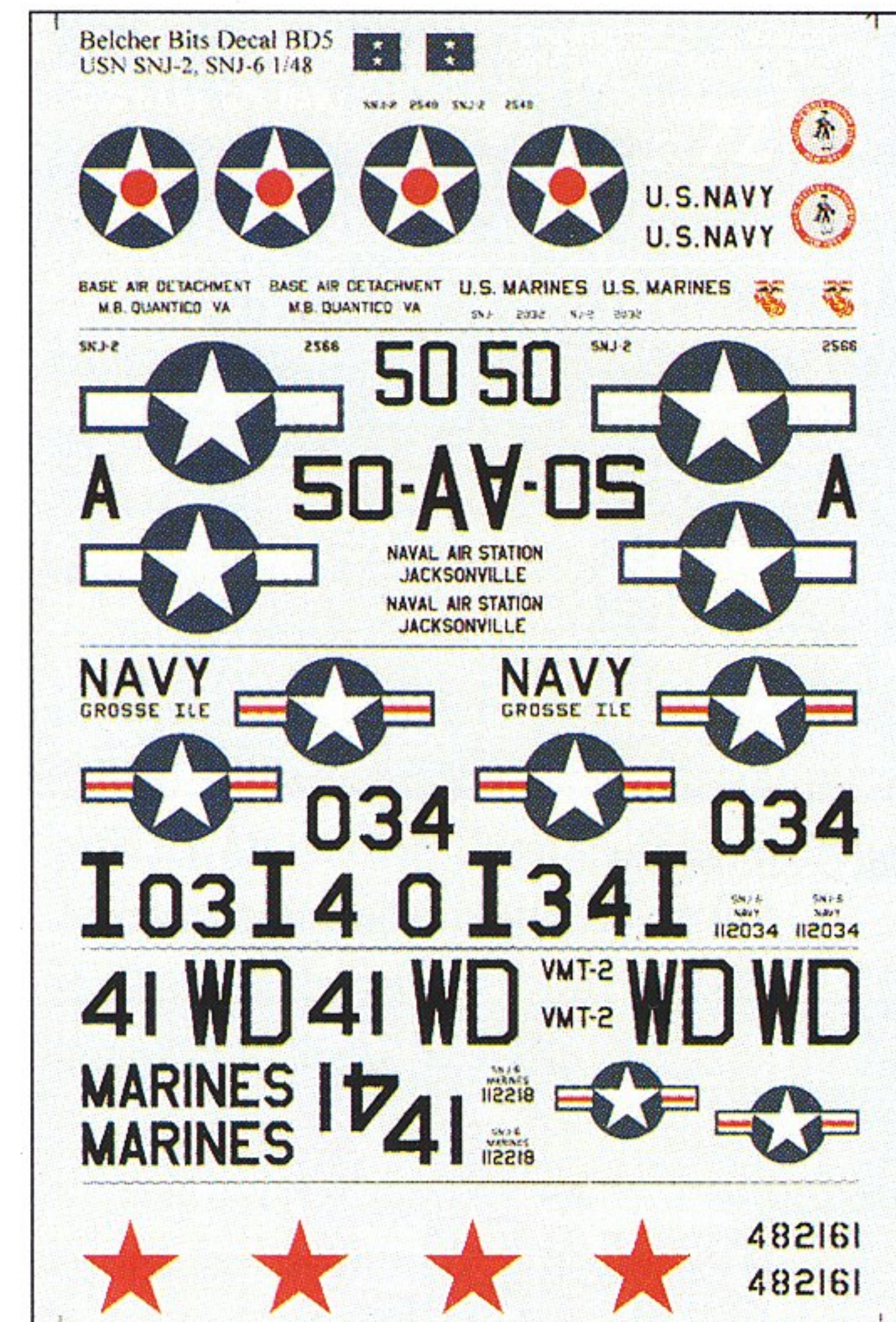
The decal sheet includes all the unique and national markings for each option, but no stencils.

BD5 USN SNJ-2, SNJ-6

This sheet offers schemes for the following six machines;

- 1. SNJ-2, BuAer. No. 2009, New York Naval Reserve Aviation Base, 1940. This aircraft is polished natural metal with True-Blue (FS 15102) cowlings, fuselage stripe, vertical fin and horizontal stabilisers. The wing top surfaces are Chrome Yellow, which wraps around the leading edge.
- 2. SNJ-2, BuAer No. 2566, NAS Jacksonville in 1945. This machine is Light Grey overall with the rudder and control surfaces in doped aluminium

- 3. AT-6F, S/No. 482161, Lend-lease to the Soviet Union, 1944. This machine is natural metal with a black anti-dazzle panel.
- 4. SNJ-2, BuAer No. 2549 of Commander Carrier Division One in 1940. This aircraft is Admiral Blue on the fuselage with the rudder, fin, tailplanes and wings in natural metal.
- 5. SNJ-2, BuAer No. 2032, USMC, Base Air Detachment Quantico in 1940. This machine is natural metal overall with the rudder in blue (front), white and red stripes.
- 6. SNJ-6, S/No. 112034, Naval Air Reserve Grosse Ile in 1955. This machine is Trainer



The decal sheet from BD5

Yellow with an International Orange band on the rear fuselage.

The decal sheet includes all the unique markings for each option, plus a selection of national insignia. There is also a resin replacement rudder included, so that this can be used on the Ocidental Harvard kit.

Each of these sheets is to the highest quality and the inclusion of the resin rudder in BD5 is a nice touch. The instruction sheets with each set are comprehensive, and even include notes on how to model each subject in the chosen scale. Sheets BD3 and BD4 retail for \$Can8.49, while BD5 with the resin rudder is \$Can9.99.

Our thanks to Belcher Bits for the review samples.

Information

Worldwide Enquiries:

Belcher Bits, 33, Spruce Street, Stittsville, Ontario, K2S 1P3, Canada.
Tel: (613) 836 6575
Email: belcher@mondenet.com

Copper State Models

1/28th Scale

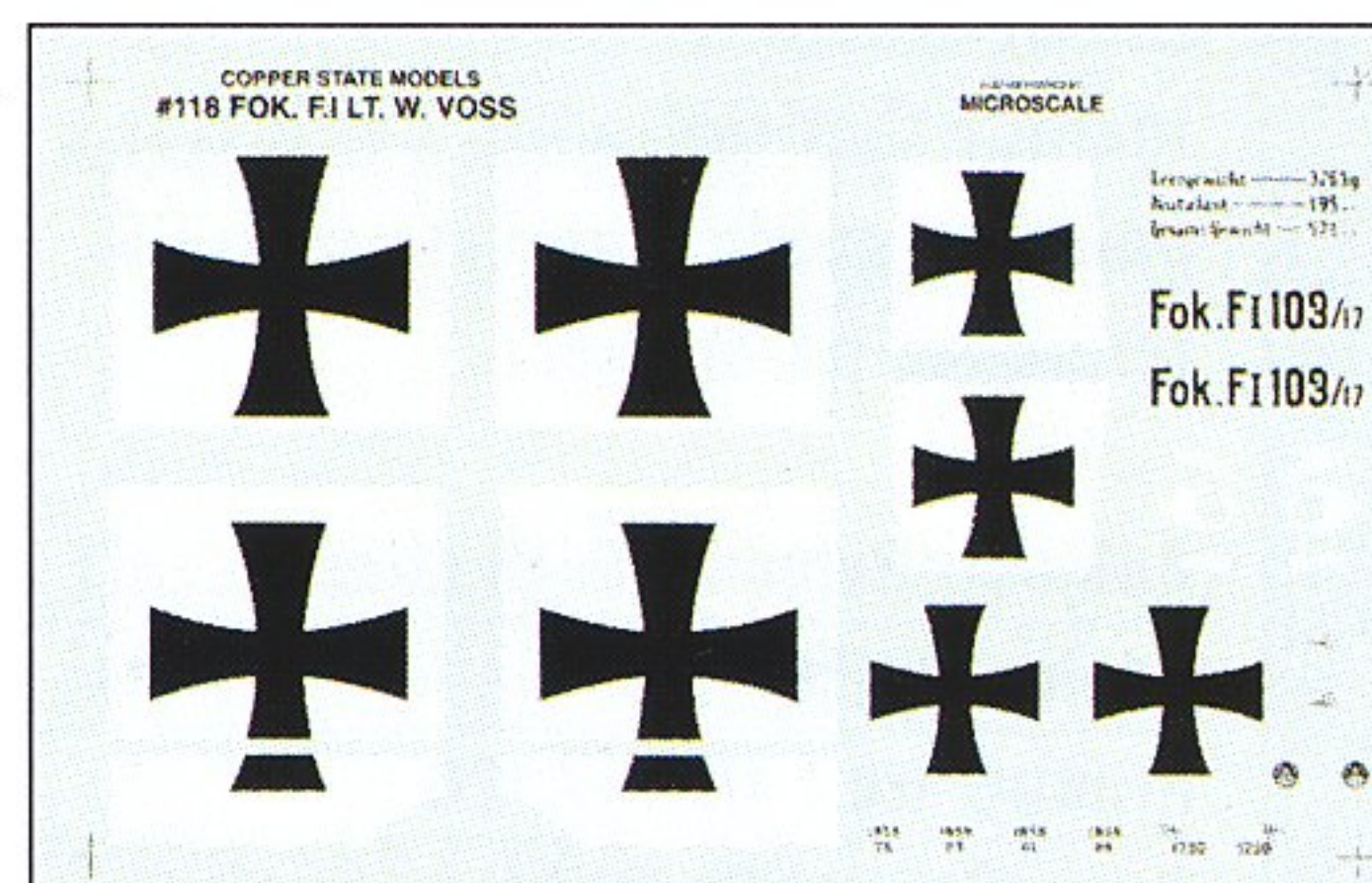
CSM #118. Fokker Dr.I 'Lt Werner Voss'

This sheet is intended for use with the Revell® or Hobbycraft kits of the Fokker Dr.I, although the instructions and packaging state that the markings are for the 'Fokker EI'?

The simple sheet contains the national markings (on white bands) for the wings and fuselage, as well as the cross for the tail. The face painted onto the front of the engine cowl is also supplied, along with the aircraft data

panel for the port fuselage side, the manufacturer's construction data and even the manufacturer's logos for the propeller. Surprisingly no diagram of the aircraft is included with the decals, there is just a narrative sheet telling you how the aircraft was painted and marked.

Overall the decals are all well printed and will certainly make for an interesting looking model once applied. The total lack of any 'real'



The decal sheet from CSM #118

instructions will mean that this set may confuse the less knowledgeable modellers, but I am sure most will be able to apply the

markings if they have an interest in this subject. The sheet retails for \$5.99 and is available in the UK via Aeroclub.

Our thanks to Copper State Models for the review sample

Information

Worldwide Enquiries:

Copper State Models, 3245 E. Hillery Drive, Phoenix, AZ 85032, USA.
Tel: 602 867 8822

Leading Edge

The latest sheet from this manufacturer is offered in both 1/72nd and 1/48th scale and samples of each have made their way directly to us.

1/72nd Scale

72.21 RCAF Harvard Mk IV 'The Goldilocks' Display team 1964

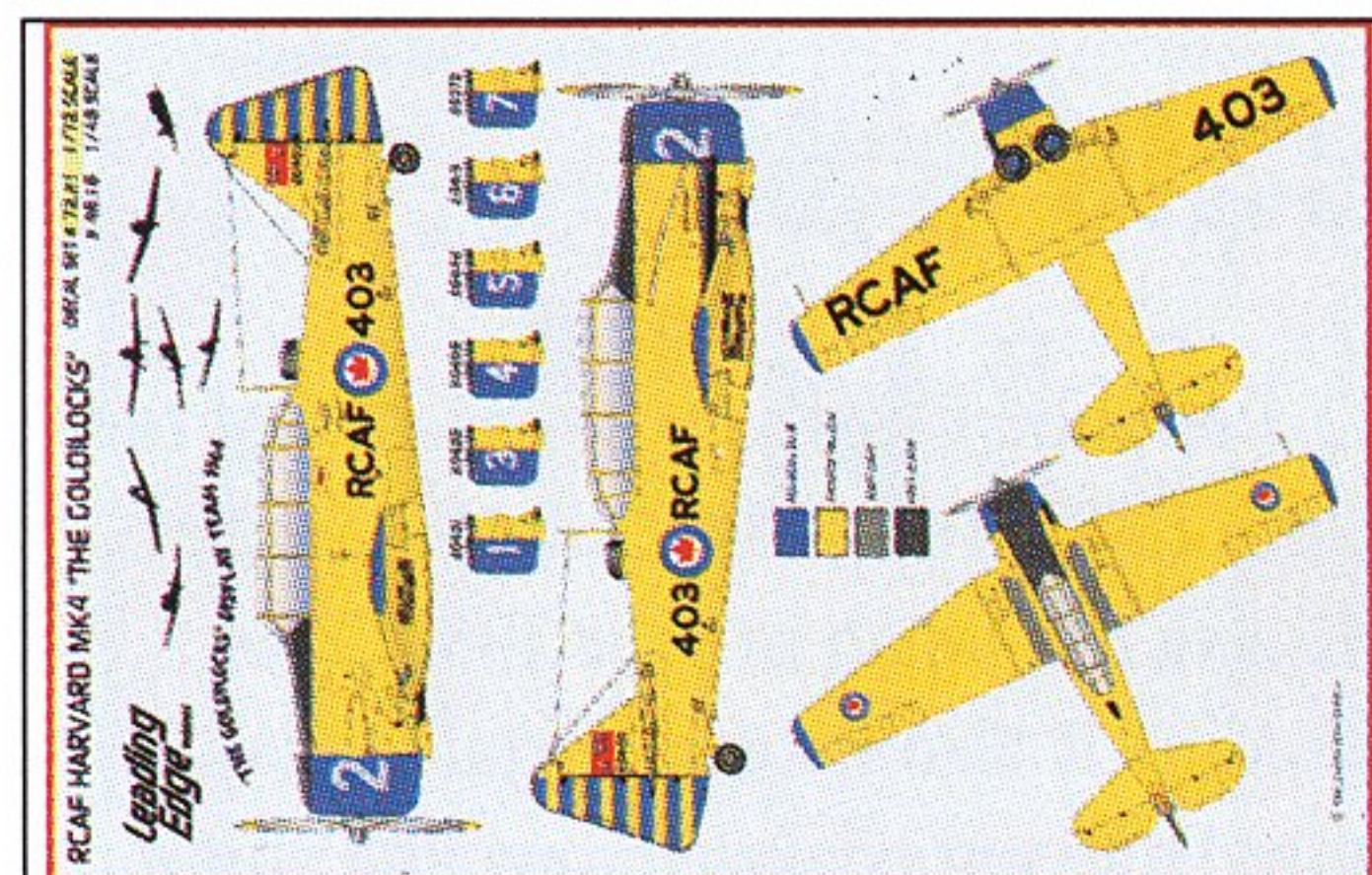
Basically this sheet allows you to make up any of the seven Harvards operated by this team during the 1964 season. The decal sheet includes a complete set of national insignia and stencilling for one machine, plus all of the aircraft serials. The underwing and fuselage



The decal sheet from 48.18

serials are only supplied once, but there are extra numbers that will allow you to model one of the seven machines. Each machine is Chrome Yellow overall, with the engine cowling in Roundel Blue. The rudder is striped in blue and yellow, but the blue elements are supplied as decals.

The instruction sheets offer good information on each machine, as well as general decal placement. However, either I am being



The colour instructions from 72.21

dense, or the actual RCAF buzz-numbers aft of the roundels are not specified for each option? The instructions do point out that the differences between a T-6G Texan and a Harvard Mk IV are limited externally to the exhaust pipe and the extra frame in the back clear cockpit fairing, although in 1/48th scale,

Occidental have released the Harvard Mk IV anyway.

This sheet can also be obtained in 1/48th scale as 48.18. The price for each sheet is \$4.00 (1/72nd) and \$4.75 (1/48th).

Overall another excellent sheet from Leading Edge and one which will allow modellers to add a very colourful Harvard to their collection.

Our thanks to Leading Edge for the review samples.

Information

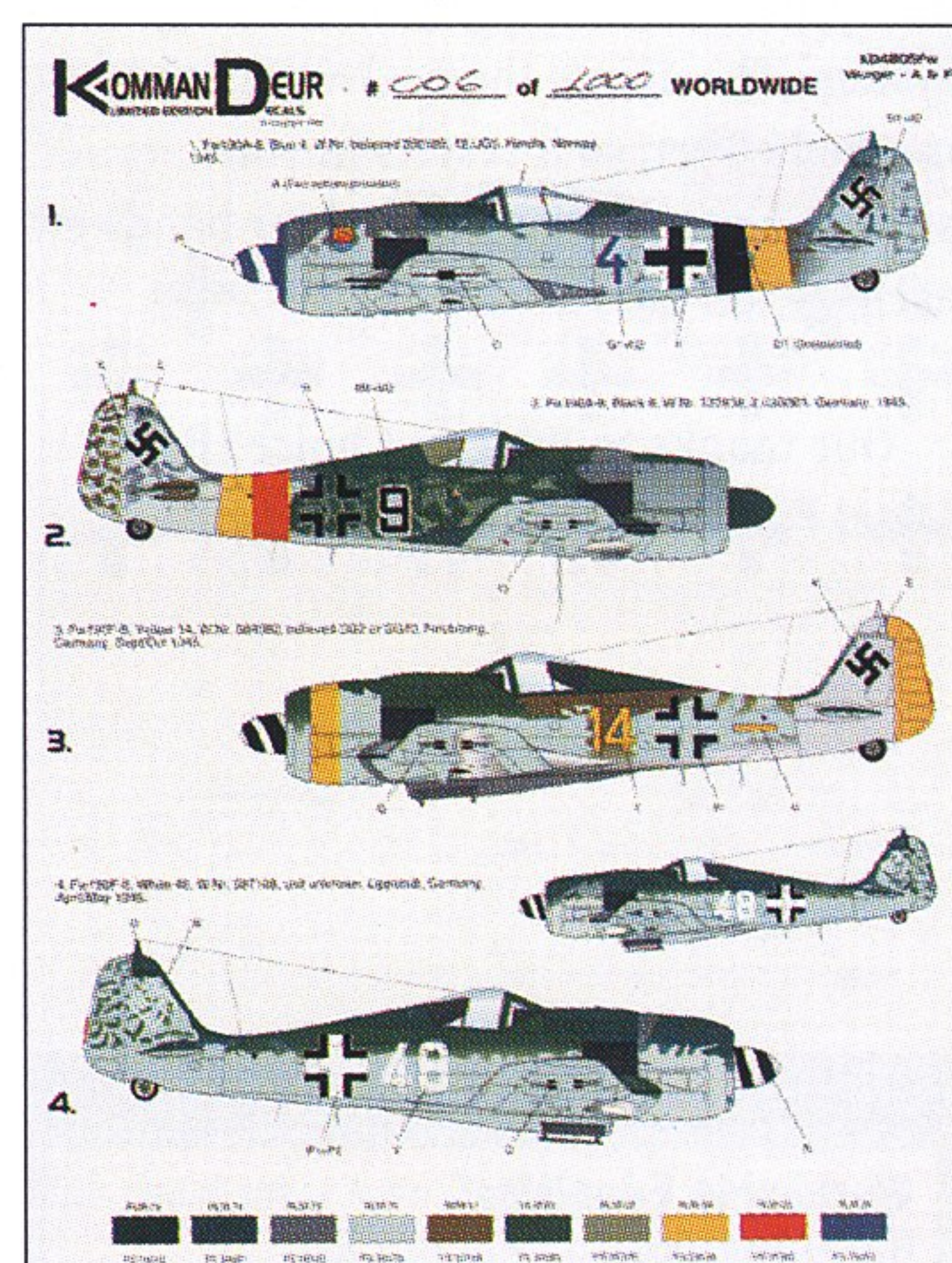
Worldwide Enquiries:

Leading Edge Models,
Bay E, 83 Skyline Crescent, N.E.,
Calgary, Alberta, T2K 5X2, Canada.
Tel/Fax: 403 3274 7874

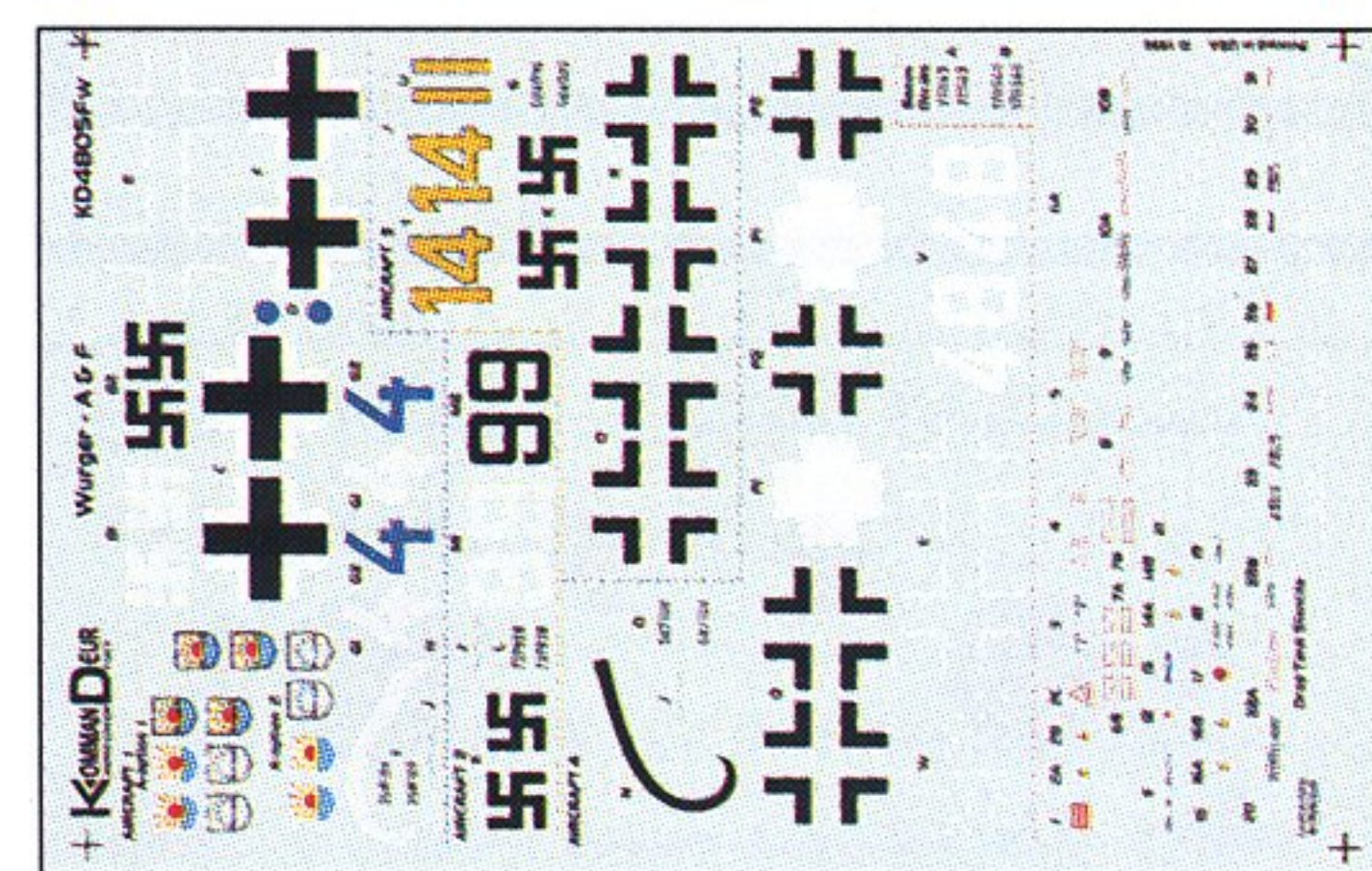
Kommandeur

Three of the latest sheets from this manufacturer have been passed to us by their UK source: ARBA Products. Each of these sheets is limited to just 1,000 copies worldwide.

1/48th Scale



The colour instructions from KD4805Fw



The decal sheet from KD4805Fw

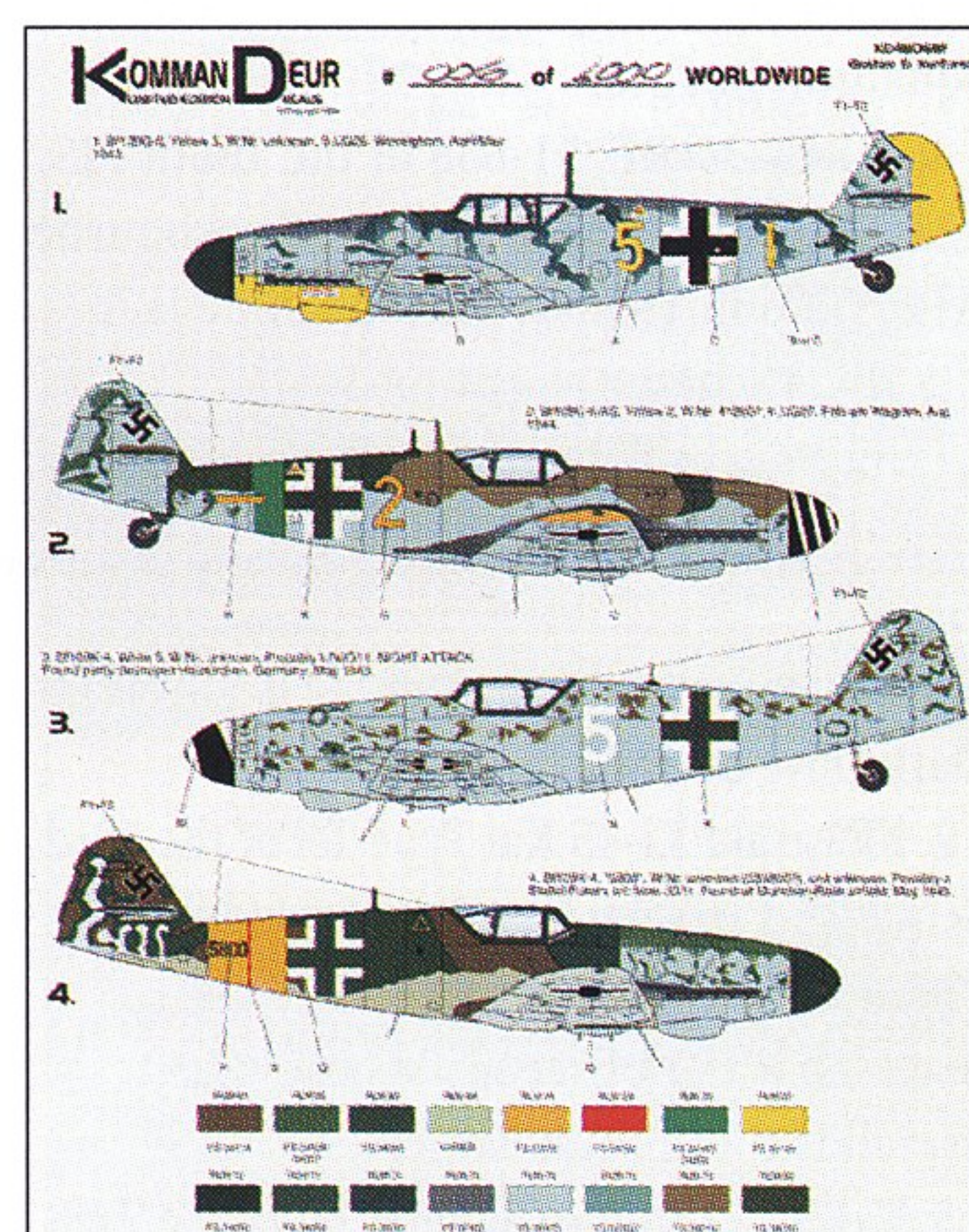
KD4805Fw Wurgen - A & F

This sheet offers the following four options;

- 1. Fw 190A-8, 'Blue 4' W/Nr. (believed to be) 350189 of 12./JG5 based at Herdla, Norway in the early Spring of 1945. This machine is RLM 74/75 over 76 with the forward cowling ring and spinner in RLM 24 (blue). The spinner also features a white spiral and there is a yellow and black RVD band on the rear fuselage.
- 2. Fw 190A-8, 'Black 9' W/Nr. 737938 of 2./JG301, Germany 1945. This machine has the spinner in RLM 70, the cowling in either RLM 75 or 77 (maybe the entire cowling), the fuselage is RLM 75/76 with an overspray of 83, the tail is RLM 75/76 with the rudder in a mottle of RLM 81.

- 3. Fw 190F-8, 'Yellow 14', W/Nr. 584592 believed to be from either SG2 or SG10 seen at Neubiberg, Germany in Sept/Oct 1945. This machine is basically RLM 83/81 over 76, although the cowling only features 81/76 and the vertical fin and rear fuselage aft of the transit joint are from another aircraft and therefore are RLM 74/75 over 76 with the rudder in RLM 04. The wings are either RLM 75 or 77 with a camouflage pattern of RLM 81/83.
- 4. Fw 190F-8, 'White 48', W/Nr. 587108 of an unknown unit, Lippstadt, Germany in May/June 1945. This machine is basically RLM 74/75/83 over 76, although the cowling is just RLM 74/75 over 76 and the spinner is white with a black spiral (or black with a white spiral?).

The decal sheet with this one includes all the unique and national markings for each option plus one complete set of stencils. The instructions are in full colour and include

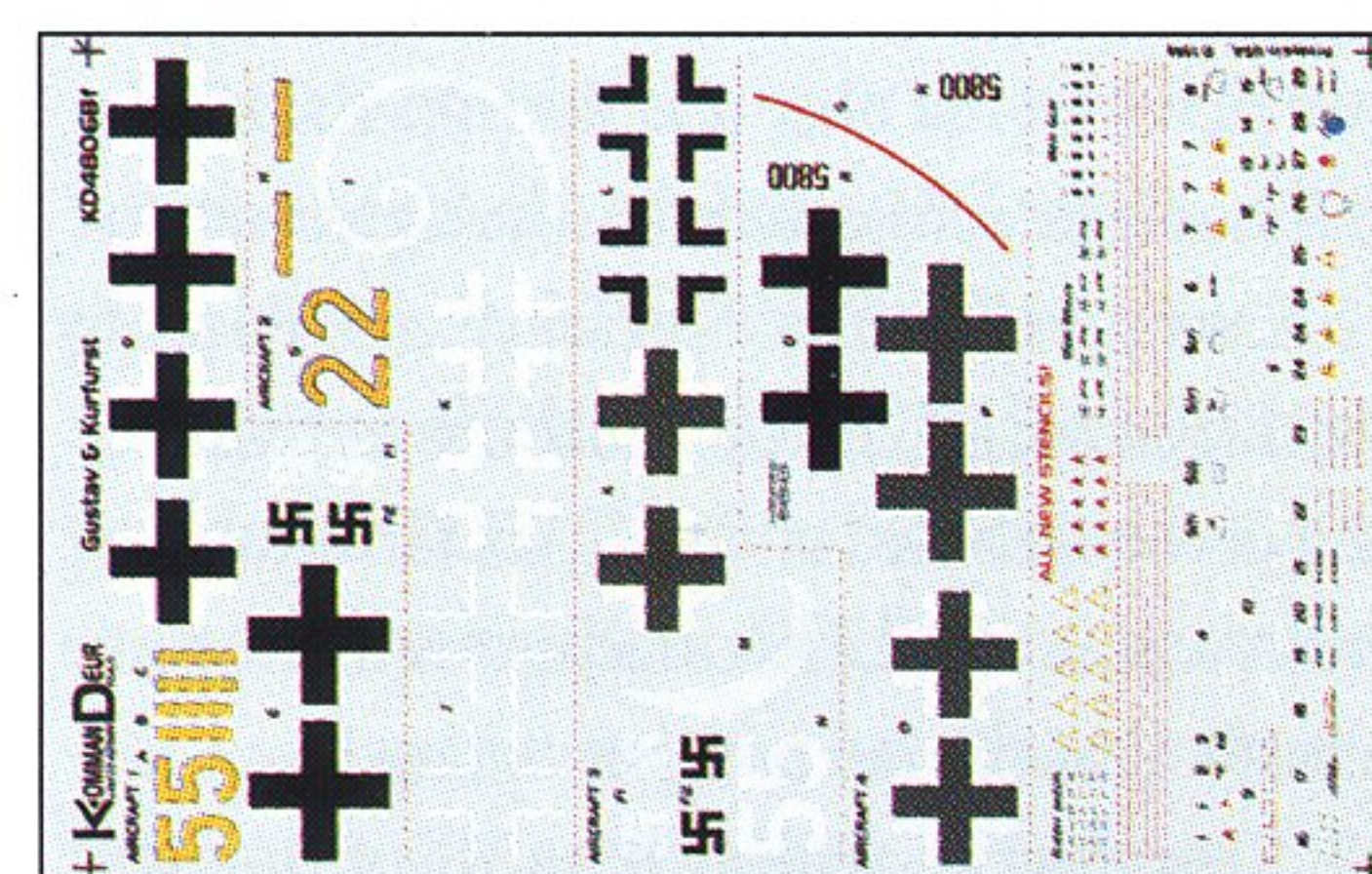


The colour instructions from KD4806Bf

both side and plan views of each option.

KD4806Bf - Gustav & Kurfurst

This sheet offers the following four Bf 109



The decal sheet from KD4806Bf

options;

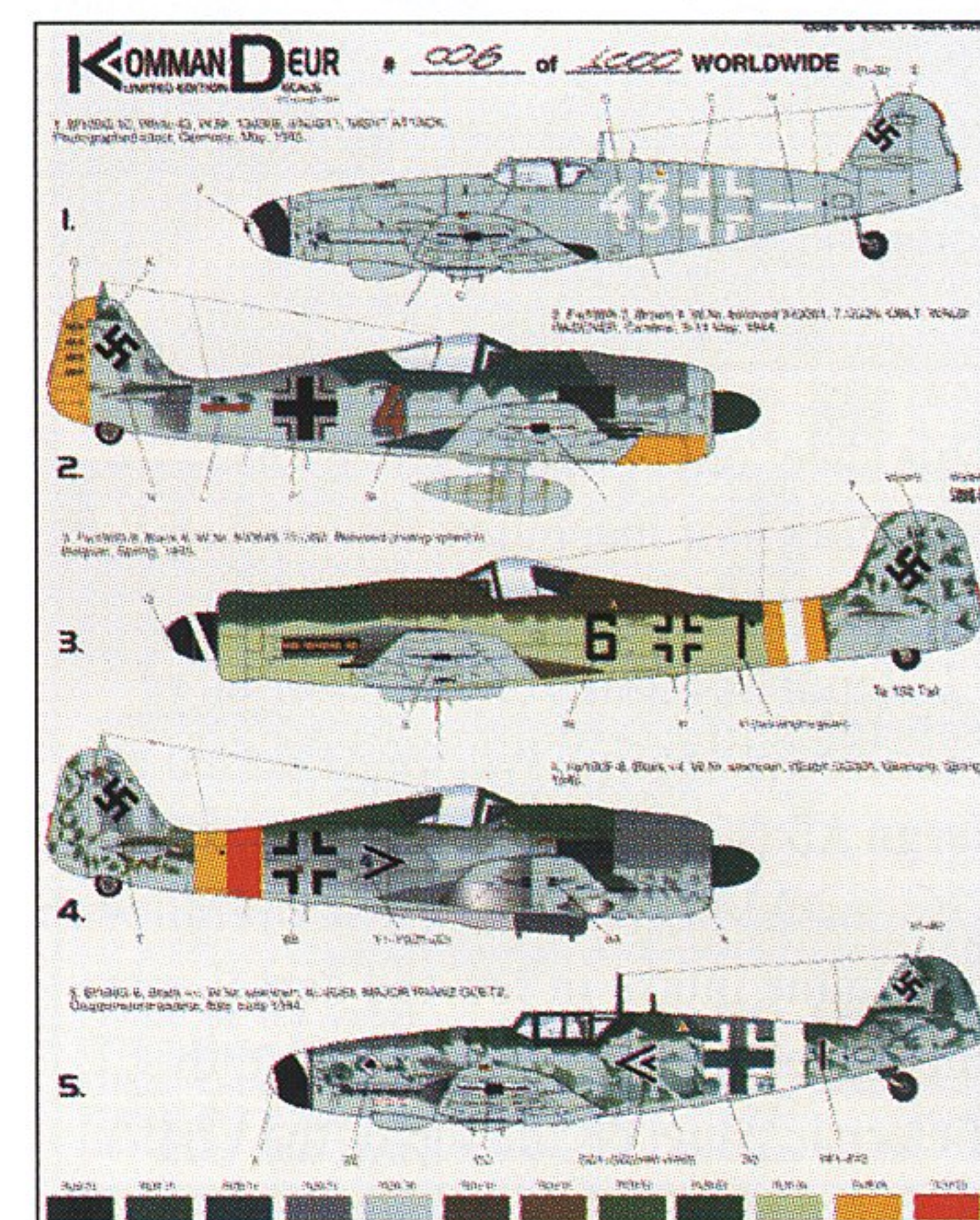
- 1. Bf 109G-6, 'Yellow 5', W/Nr. N/K of 9./JG26 based at Wevelghem in April/May 1943. This machine is RLM 74/75 over 76 with the spinner and propeller in RLM 70 and the lower engine cowling and rudder in RLM 04.
- 2. Bf 109G-6/AS, 'Yellow 2', W/Nr. 412807 of II./JG27 at Fels am Wagram in August 1944. This aircraft is in a non-standard scheme of RLM 79/80/71 over RLM 76 with either RLM 76 or 78 sides.
- 3. Bf 109K-4, 'White 5', W/Nr. N/K probably of I./NJG11 which was found partially destroyed at Holzkirchen in May 1945. This machine is RLM 76 overall with a light mottling of RLM 81 and 83 on the fuselage and wings.
- 4. Bf 109K-4, W/Nr. N/K (possibly 335800) and probably the Staffel Führer's aircraft from I./JG11, found at Muchen-Reim in May 1945. This machine is RLM 81/83 over 84 but the rudder has a light overspray of RLM 76 and the engine cowlings are replacements, being RLM 82 with an 83 mottle over 76.

Once again the decal sheet features all the unique and national insignia for each option and the instructions are in full colour

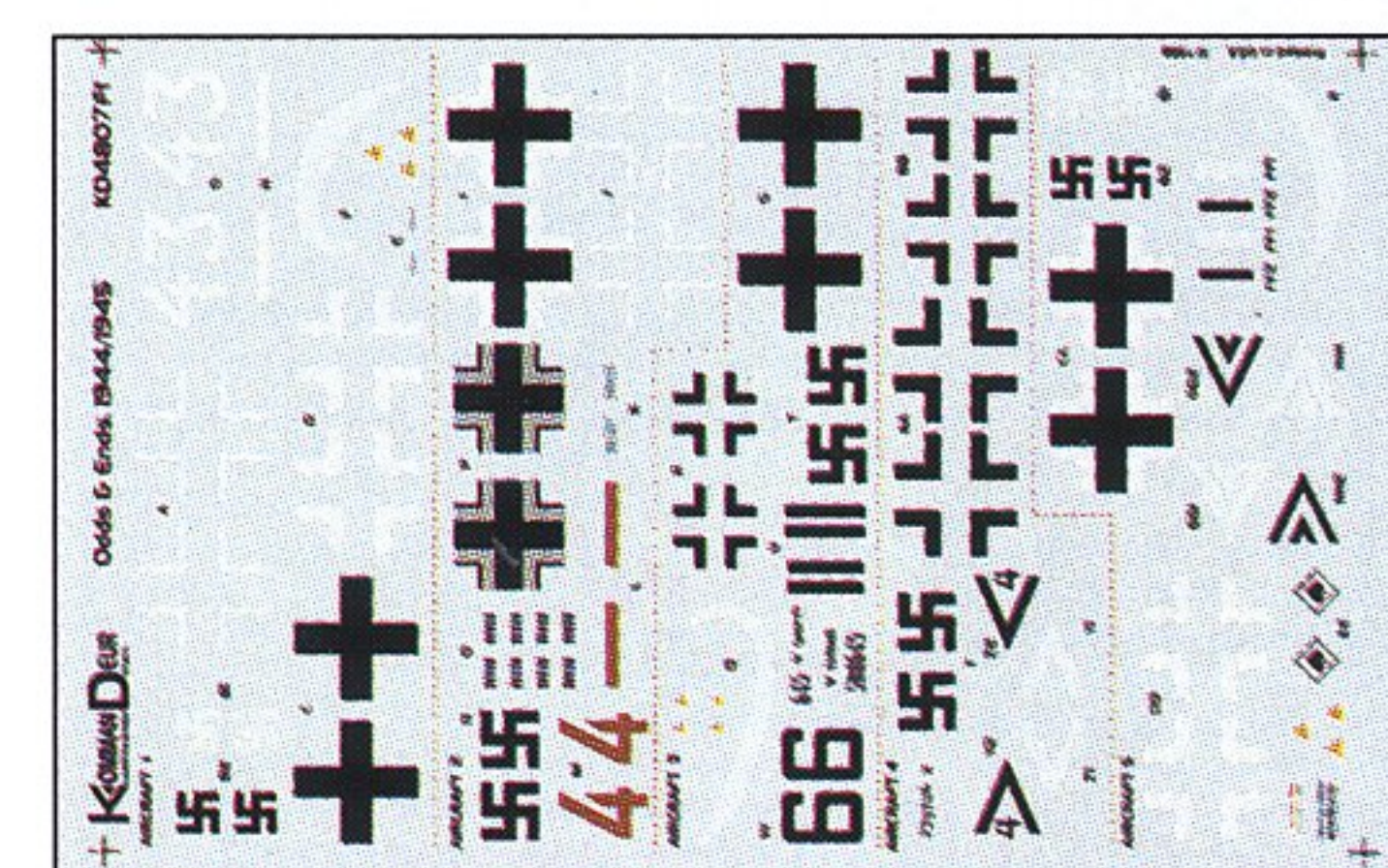
KD4807Ff Odds and Ends 1944/1945.

This sheet offers schemes for the following five machines;

- 1. Bf 109G-10, 'White 43', W/Nr. 130368 of II./NJG11 found in Germany in May 1945. This machine is RLM 76 overall.
- 2. Fw 190A-7, 'Brown 4' W/Nr. believed to be 340001 of 7./JG26 and flown by Oblt. Waldi Radener from Cambrai on the 9th-11th May 1944. This machine is RLM 74/75 over 76 with the rudder and lower engine cowling in RLM 04.
- 3. Fw 190D-9, 'Black 6', W/Nr. 500645 of III./JG26 photographed in Belgium in the Spring of 1945. This aircraft is RLM 81/83 over 84 on the fuselage and RLM 75/83 over 76 on the wings. The tail and rear fuselage aft of the transit joint is a replacement Ta 152 metal version and is RLM 81 mottle over 76.
- 4. Fw 190F-8, 'Black <4', W/Nr. N/K of (Stab)I./JG301, Germany in the Spring of 1945. This machine is basically RLM 83 over 76 but the fuselage is oversprayed with RLM 75 and the cowling is just RLM 75 over 76.
- 5. Bf 109G-6, 'Black <<', W/Nr. N/K of III./JG53 and flown by Maj. Franz Goetz the



The colour instructions from KD4807Ff



The decal sheet from KD4807Ff

Gruppenkommandeur based in Italy in early 1944. This machine is RLM 74/75 over 76 with a fuselage mottle of 74/75/70 or 71.

Once again the decal sheet includes all the markings for each option plus one complete set of stencils.

Each of these sheets can be highly recommended and I am sure the Luftwaffe fans will love them. The colour instructions and narrative text are most helpful in sorting out all the colours applied to each option, and the colour instructions have the added bonus of becoming excellent reference material once the decals are used.

Our thanks to ARBA Products for the review samples. Remember that each sheet is limited to just 1,000 copies worldwide and those featured above retail for £6.50 each in the UK.

Information

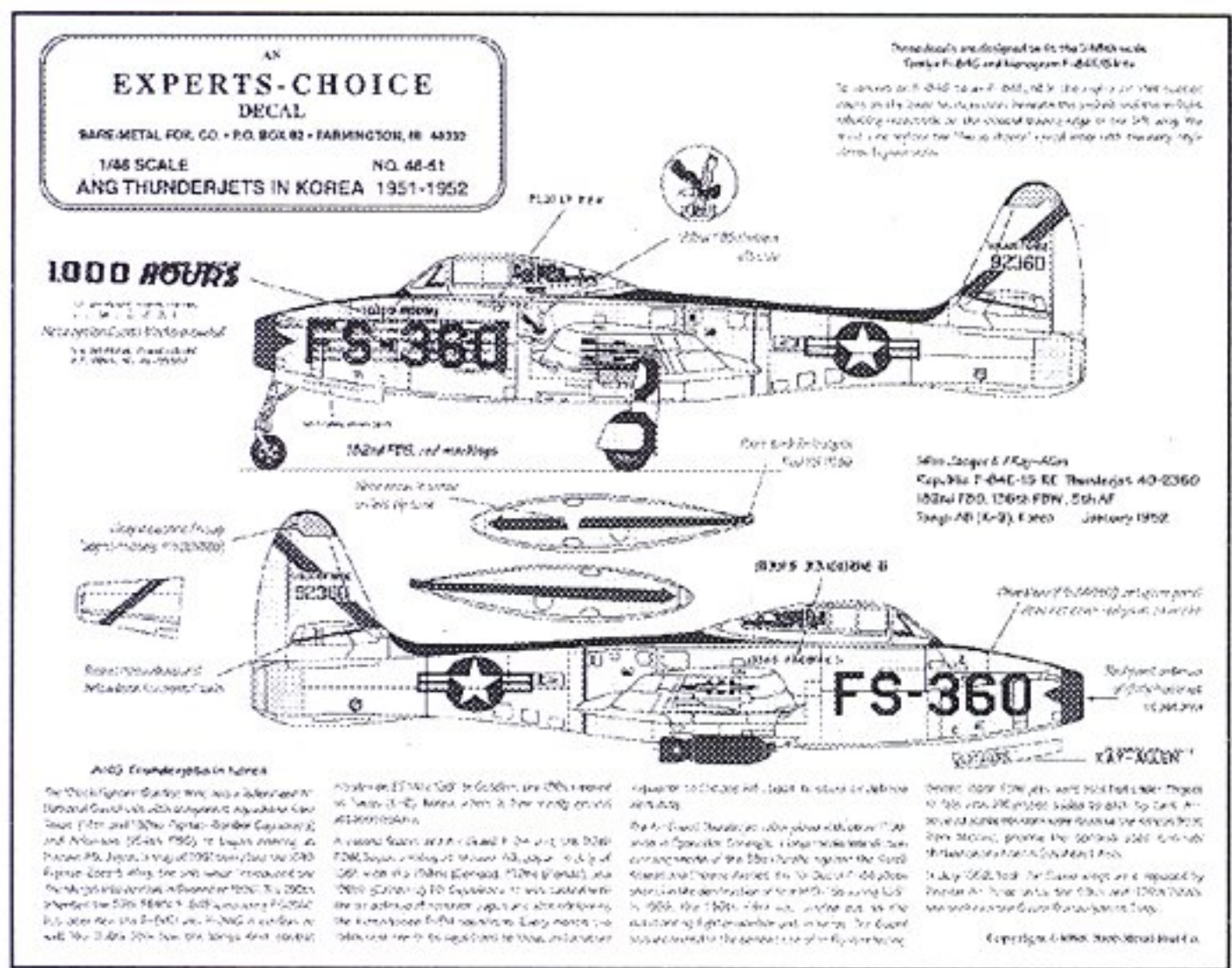
Worldwide Enquiries:

Kommandeur Decals, P.O. Box 4083,
Oceanside, CA 92052-4083, USA.
Fax: 760 940 9559
UK Source: ARBA Products.

Experts-Choice Decals

As many of you will know, this is the decal range produced by Bare Metal Foil Co. and the latest sheets have made their way to us directly from the manufacturer.

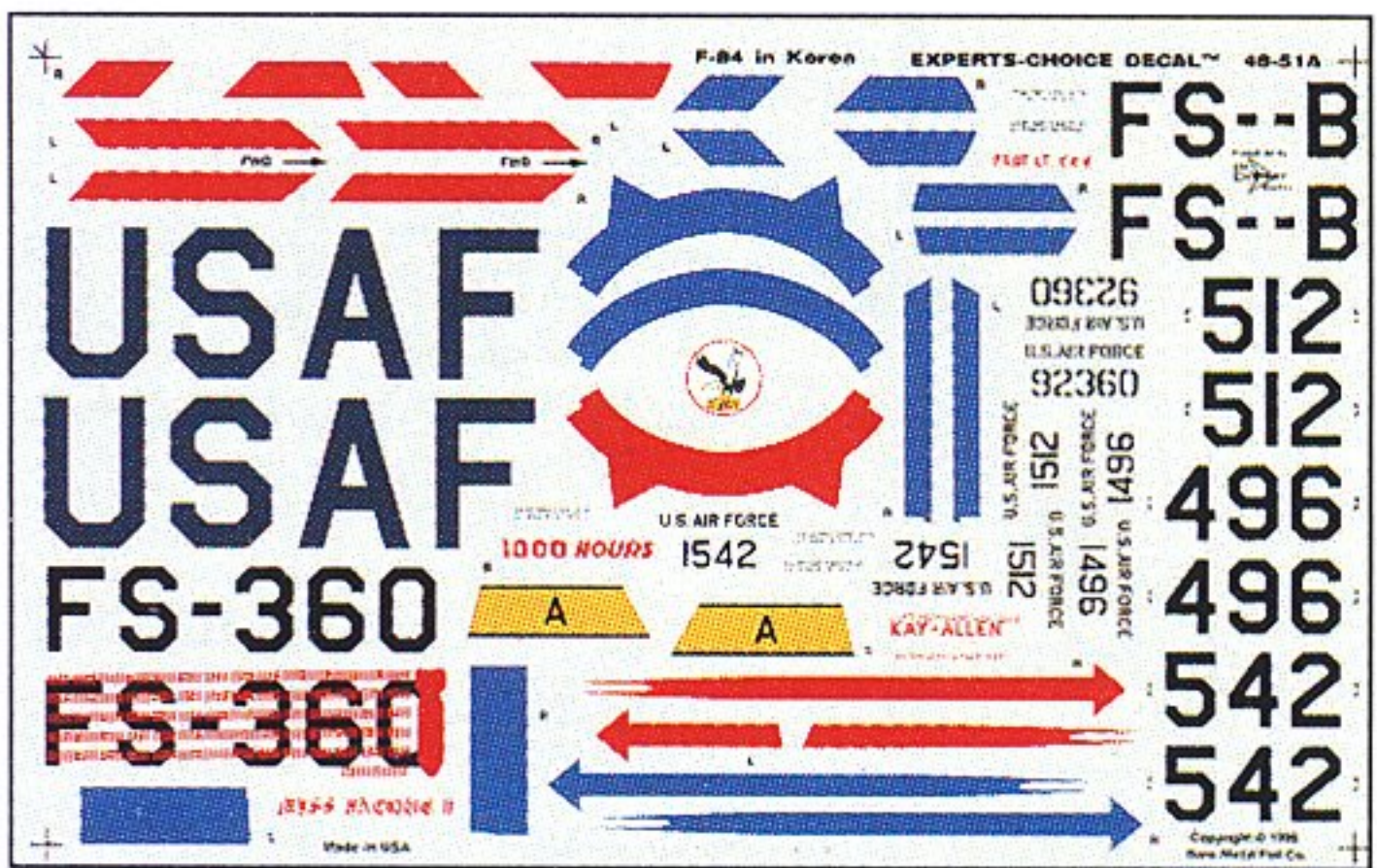
1/48th Scale
48-51 ANG Thunderjets in Korea 1951-1952.



The main option on sheet 48-51

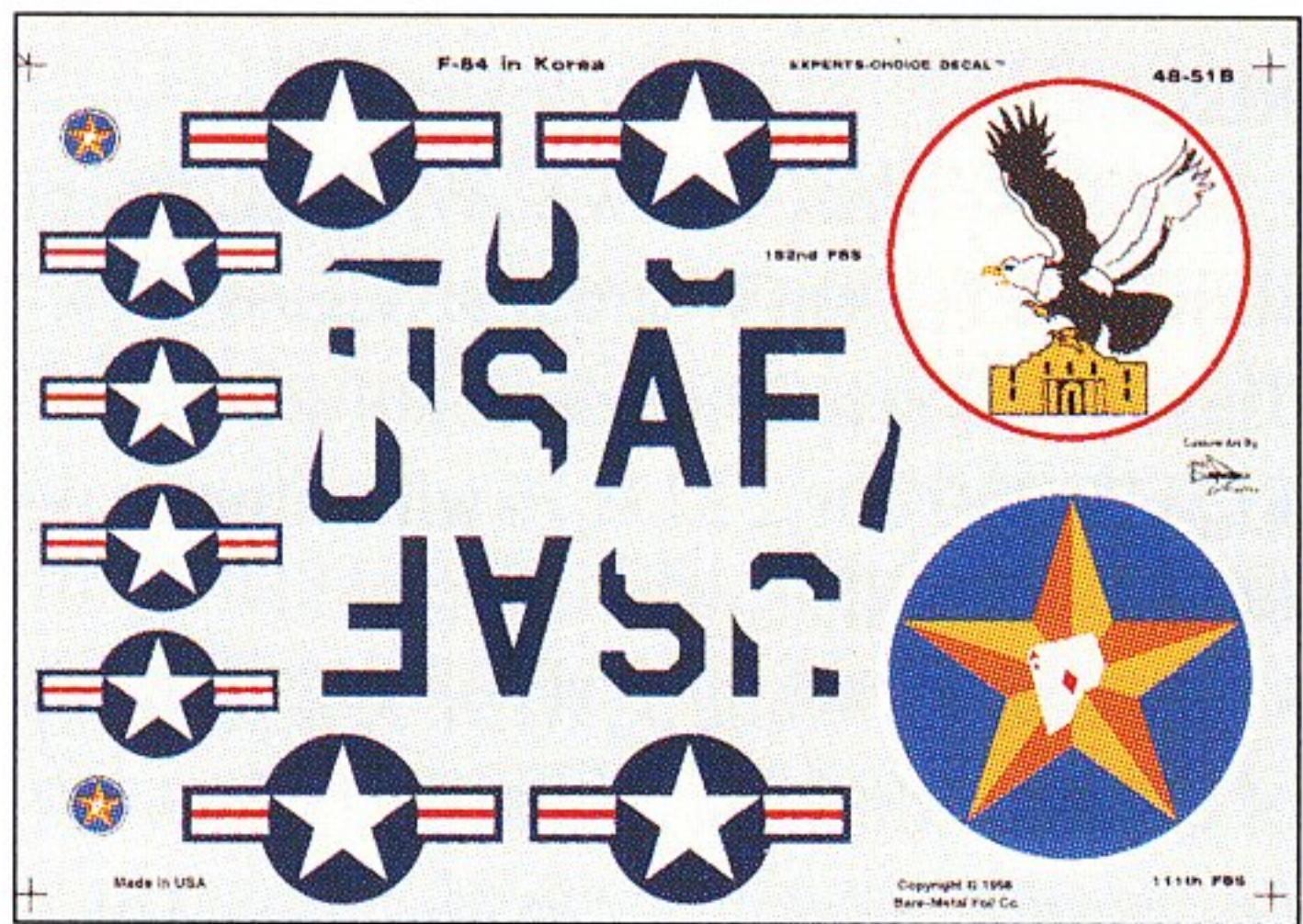
This sheet offers markings for the following four machines;

- 1. Republic F-84E-15-RE, 49-2360 of 182nd FBS, 136th FBW, 5th AF based at Taegu AB (K-2), Korea in January 1952. This machine is natural metal overall with the engine intake in red, the dorsal spine and upper nose in Olive Drab and the dielectric panel on the top of the vertical fin in grey (approximately FS 36628). The aircraft also features red stripes on the tail, tailplanes and tip tanks (all supplied as decals).



One of the decal sheets from 48-51

- 2. Republic F-84E-25-RE, 51-496 of the 196th FBS, 116th FBW, 5th AF based at Misawa AB, Japan in June 1952. This machine is also natural metal overall, with Olive Drab anti-dazzle panel and spine and a black banded yellow stripe on the top of the vertical fin.
- 3. Republic F-84E-25-RE, 51-512 of the 196th FBW, 116th FBS, 5th AF based at Misawa AB, Japan in January 1952. This machine is once again bare metal overall, but the intake ring is blue and there are blue stripes top and bottom of the vertical fin.
- 4. Republic F-84E-25-RE, 51-542, 11th FBS, 136th FBW, 5th AF based at Taegu AB (K-2), Korea in January 1952. This machine is also bare metal overall but the engine intake ring is blue and there are blue stripes on the vertical fin and arrows on the tip tanks.



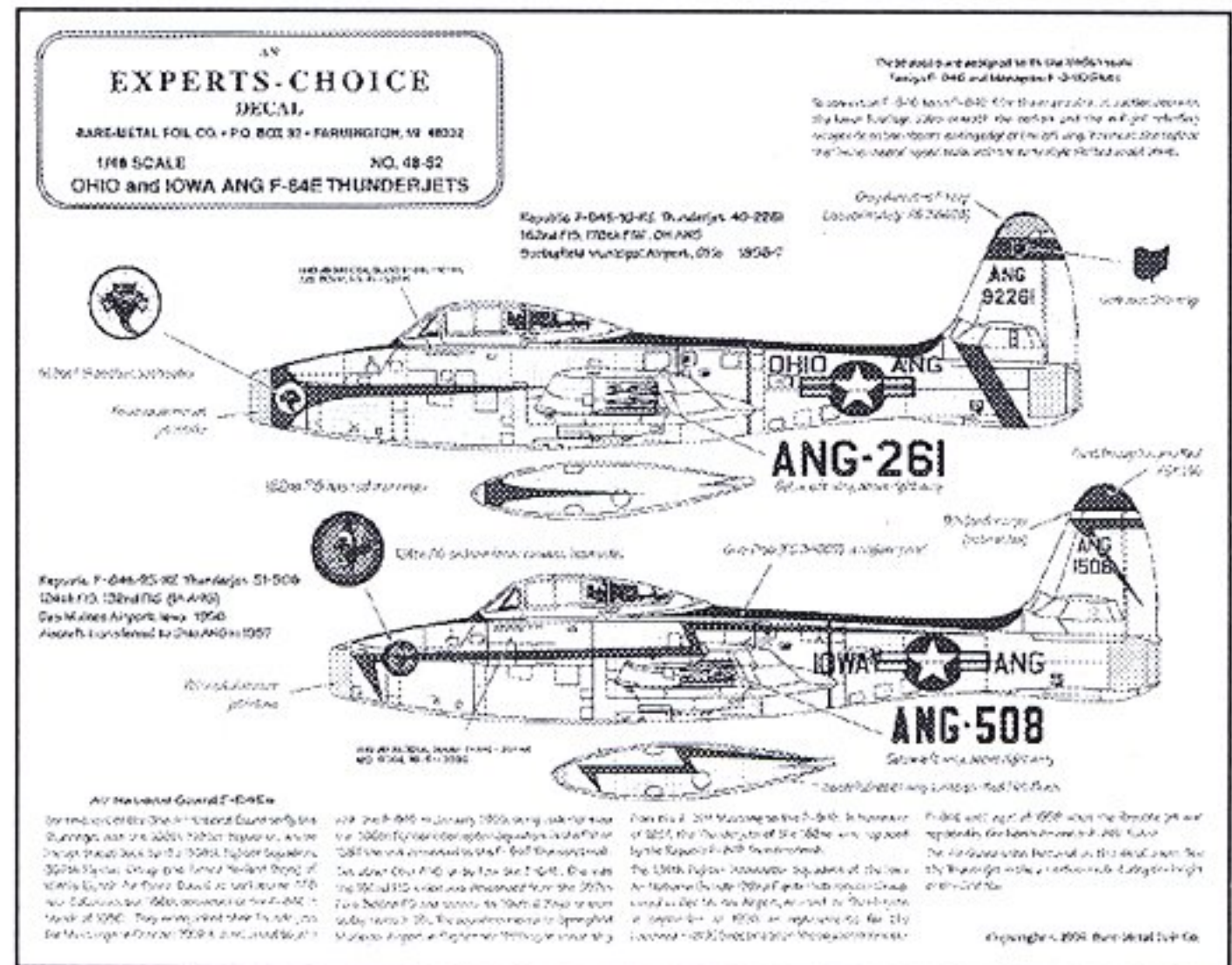
The other decal sheet (with 2" badges) from 48-51

As well as all the unique and national insignia for each option, the two decal sheets in this set also contain two 2" badges suitable for application to coasters etc. On this sheet the badges are for the 182nd FBS and the 11th FBS.

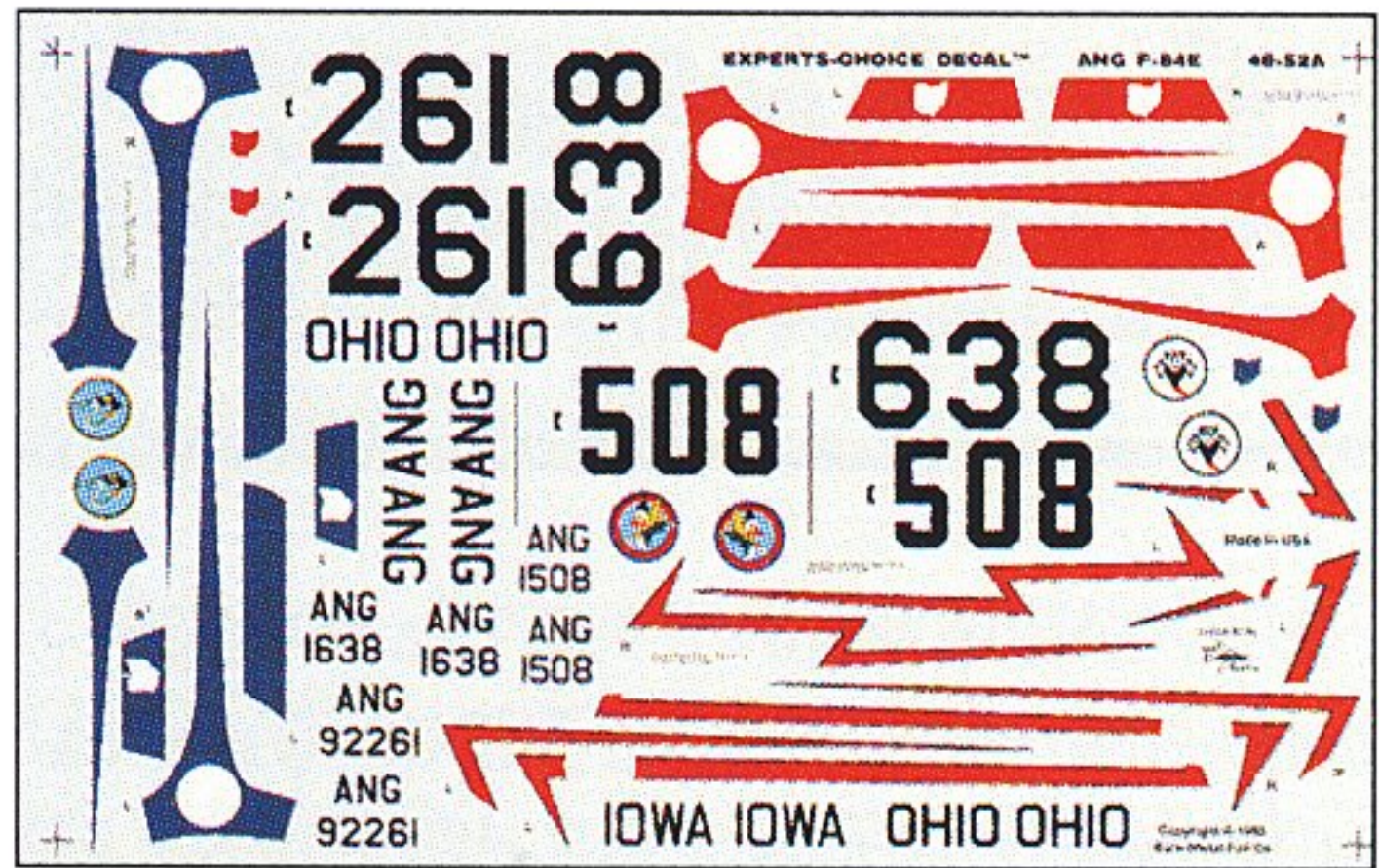
48-52 Ohio and Iowa ANG F-84E Thunderjets

This sheet offers markings for the following four machines;

- 1. F-84E-10-RE, 49-2261 of the 162nd FIS, 178th FIW, OH ANG based at



The main option on sheet 48-52

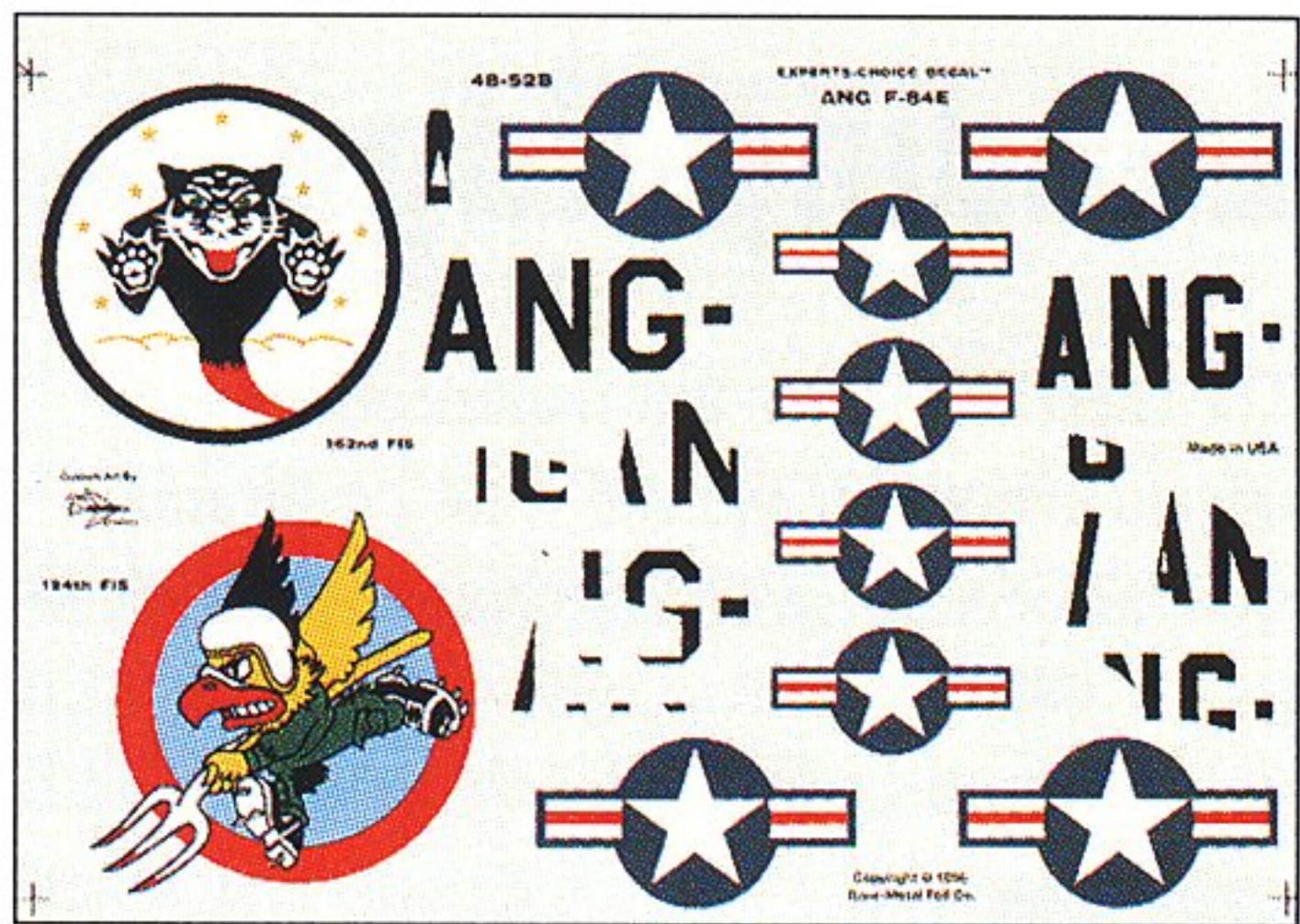


One of the decal sheets from 48-52

Springfield Municipal Airport, Ohio, 1956-7. This machine is natural metal overall with an Olive Drab anti-dazzle panel and dorsal spine and blue stripes and tip tank flashes (all supplied as decals).

- 1. F-84E-25-RE, 51-508 of the 124th FIS, 132nd FIG (IA ANG) based at Des Moines Airport, Iowa in 1956. This machine is in the same overall scheme as the previous option, although the 'lightning strikes' on the fuselage sides and tip tanks are black outlined red.
- 3. F-84E-25-RE, 51-508 of the 162nd FIS, 178th FIG (OH ANG, ex-Iowa ANG) based at Springfield Municipal Airport, Ohio in 1957. This machine is in the same scheme as the previous option, the only thing that has changed being the ANG titles and the squadron badges.
- 4. F-84E-30-RE, 51-638 of the 166th FIS, 121st FIG (OH ANG) based at Lockbourne AFB, Ohio in 1956-7. This machine is in the same scheme as option 1.

Once again the two decal sheets in this



The other decal sheet (with 2" badges) from 48-52

set offer all the unique and national insignia for each option, plus two of those 2" squadron badges. In this case they are for the 162nd FIS and the 124th FIS.

The above two sheets retail for \$11.95.

These sheets are to the highest quality and most comprehensive in their coverage of each subject. The manufacturer assures us of their accuracy and I like the inclusion of those 2" squadron badges, as I am sure all modellers will find a use for them. My only adverse comment is in regard to the instructions, which, although well illustrated etc do not actually list the decals per aircraft to any numbering system. The decals themselves are not marked either, so it results in your struggling to clarify what colour bands etc each option has.

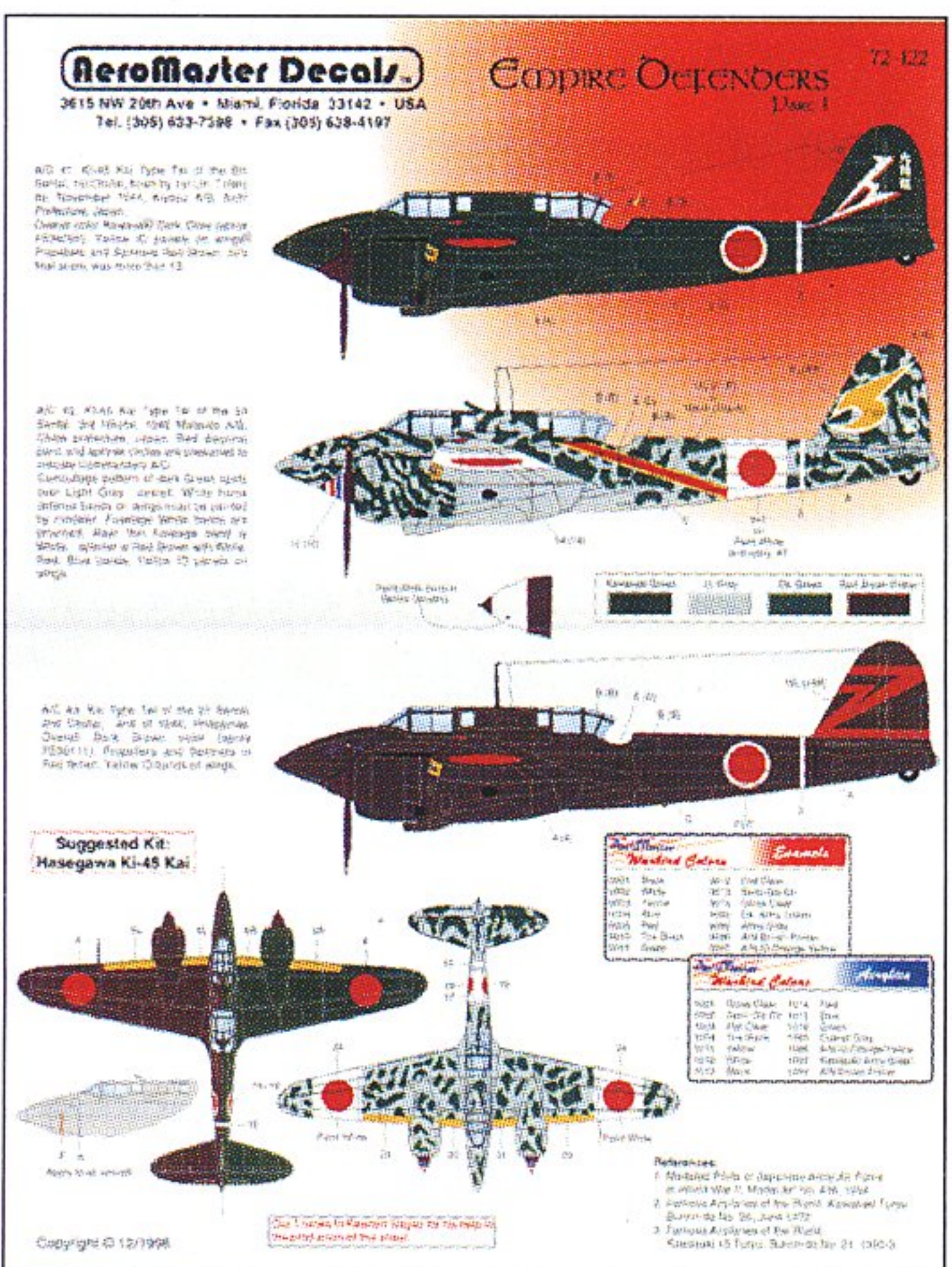
Our thanks to Experts Choice (Bare Metal Foil Co.) for the review samples.

Information

Worldwide Enquiries:

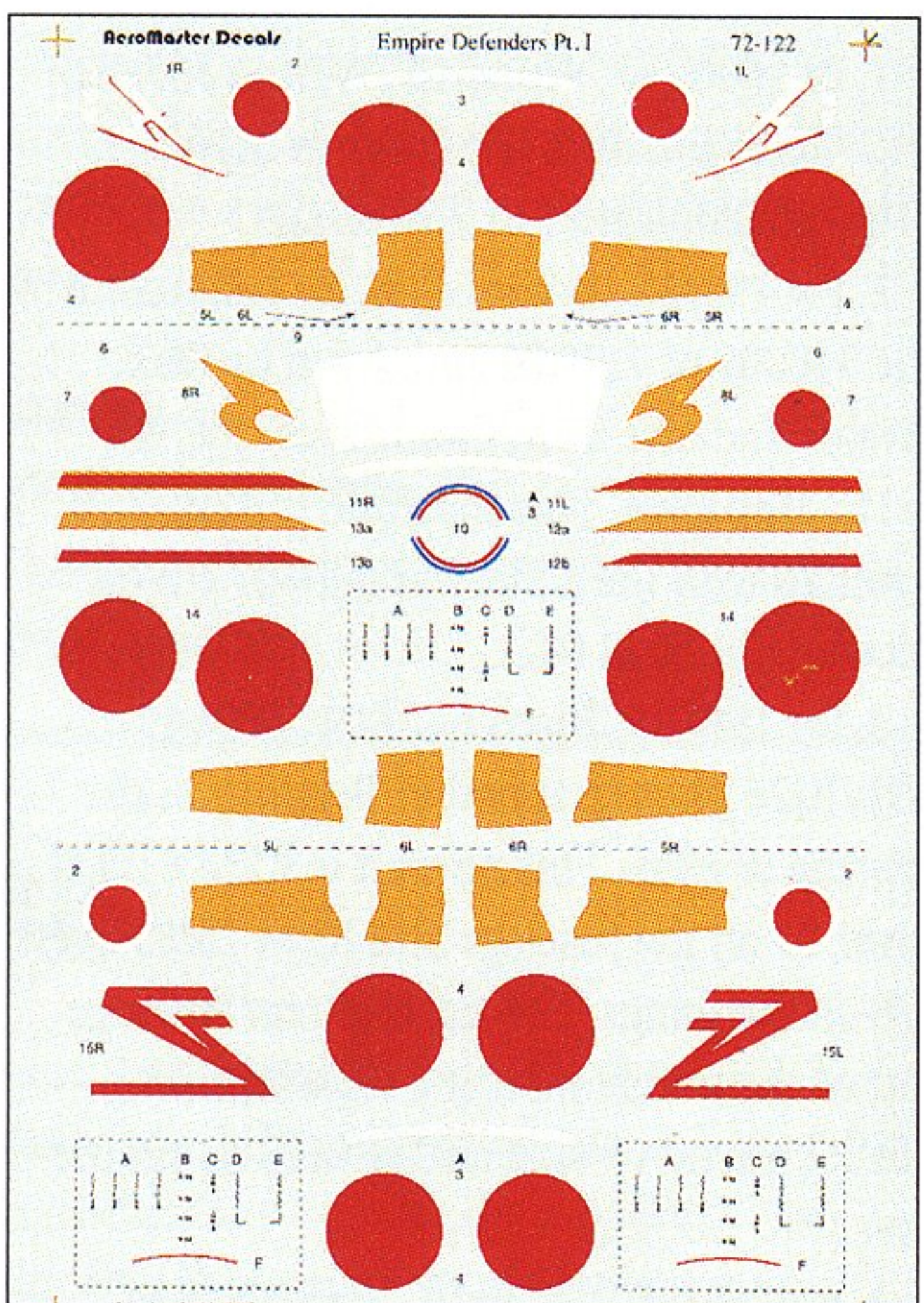
Bare-Metal Foil Co., P.O. Box 82,
Farmington, MI 48332, USA.
Tel: 248 477 0813
Fax: 248 476 3343

AeroMaster



The three options on 72-122

Directly from AeroMaster have come a selection of eight of their most recent decal sheets.



The decal sheet from 72-122

1/72nd Scale

72-122 Empire Defenders Pt.I

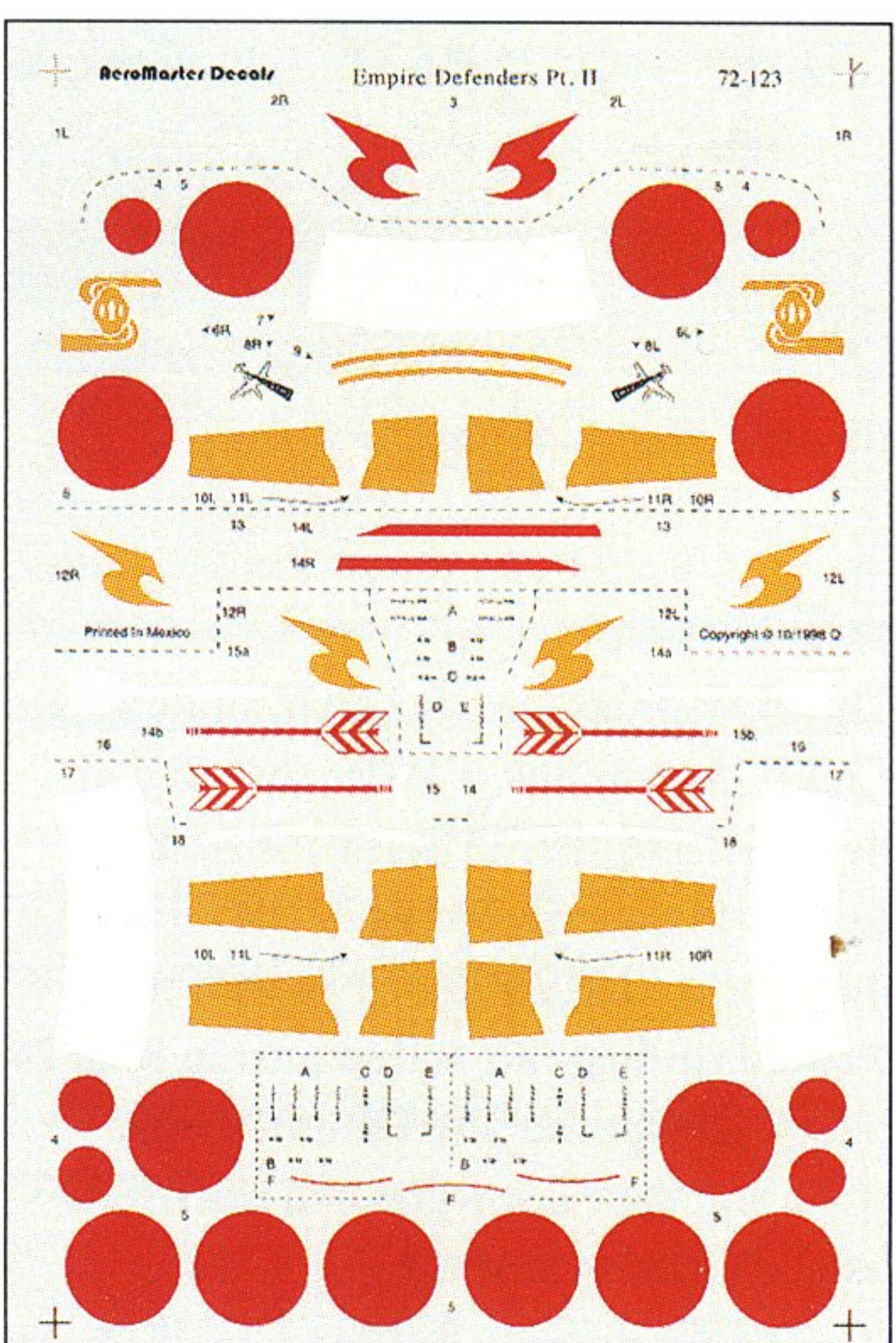
- 1. Kawasaki Ki-45 Kai Type Tei of the 5th Sentai, 1st Chutai and flown by 1st Lt. Totaro Ito in November 1944 from Kiyosu AB, Aichi

Perfecture, Japan. This machine is Kawasaki Dark Olive overall.

- 2. Kawasaki Ki-45 Kai Type Tei of the 53rd Sentai, 3rd Hikotai based at Matsudo AB, Chiba Prefecture, Japan in 1945. This machine is Dark Green spots over the overall Light Grey airframe.
- 3. Kawasaki Ki-45 Kai Type Tei of the 27th Sentai, 2nd Chutai based in the Philippines towards the end of 1944. This aircraft is Dark Brown overall.

72-123 Empire Defenders Pt. II

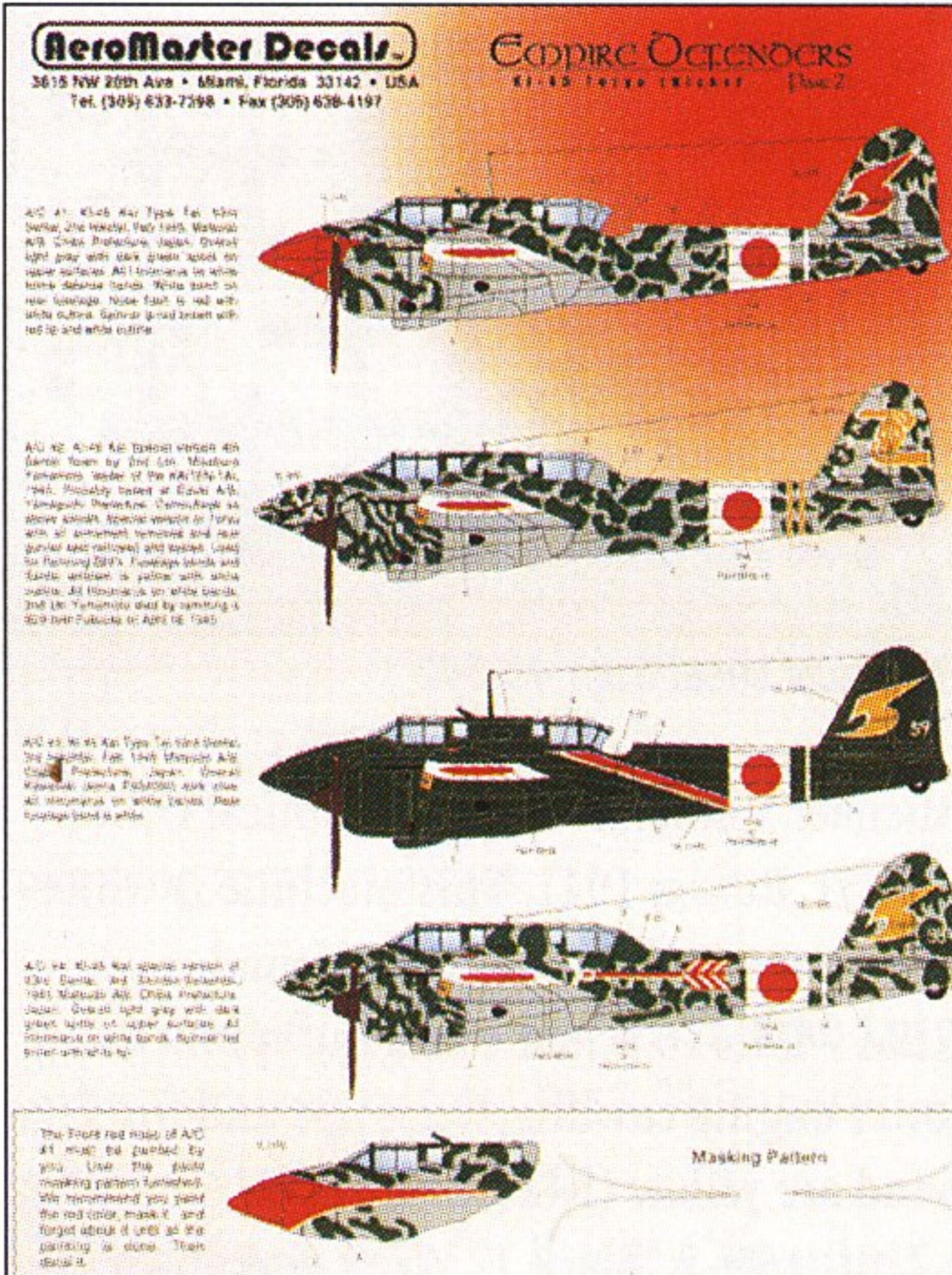
- 1. Kawasaki Ki-45 Kai Type Tei of the 53rd Sentai, 2nd Hikotai based at Matsudo AB, Chiba Prefecture, Japan. This machine is light grey overall with a red nose and the upper surfaces and fuselage sides covered in dark green spots.
- 2. Kawasaki Ki-45Kai Special version flown by the 4th Sentai by 2nd Lt. Misaburo Yamamoto and probably based at Ozuki AB, Yamaguchi Prefecture in 1945. This machine is in the same scheme (less the red nose) as option 1.
- 3. Kawasaki Ki-45 Kai Type Tei of the 54rd Sentai, 3rd Hikotai based at Matsudo AB,



The decal sheet from 72-123

Chiba Prefecture in February 1945. This machine is Kawasaki Dark Olive overall.

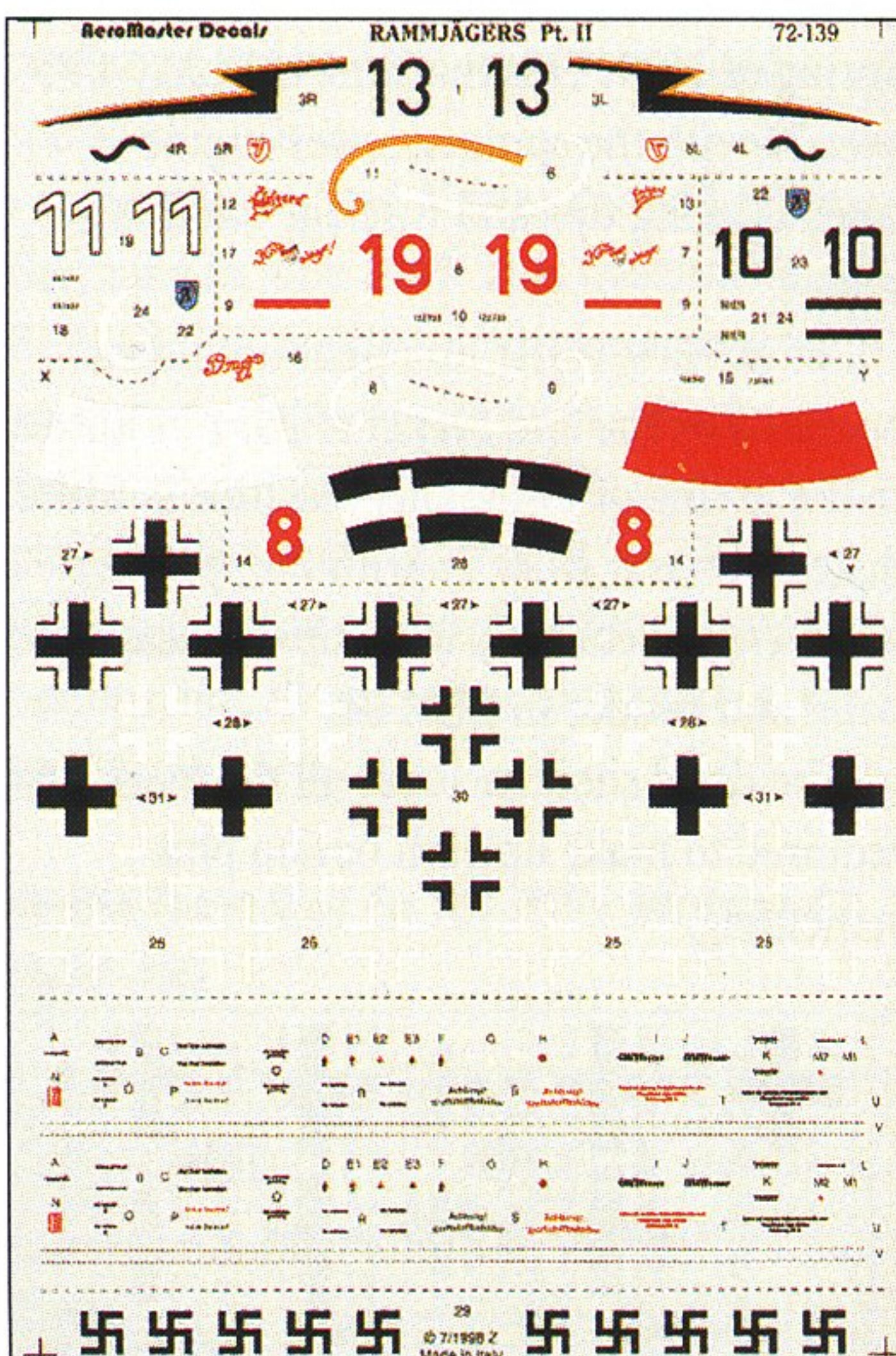
- 4. Kawasaki Ki-45 Kai special version operated by the 53rd Sentai, 3rd Shinten-



The four options on 72-123

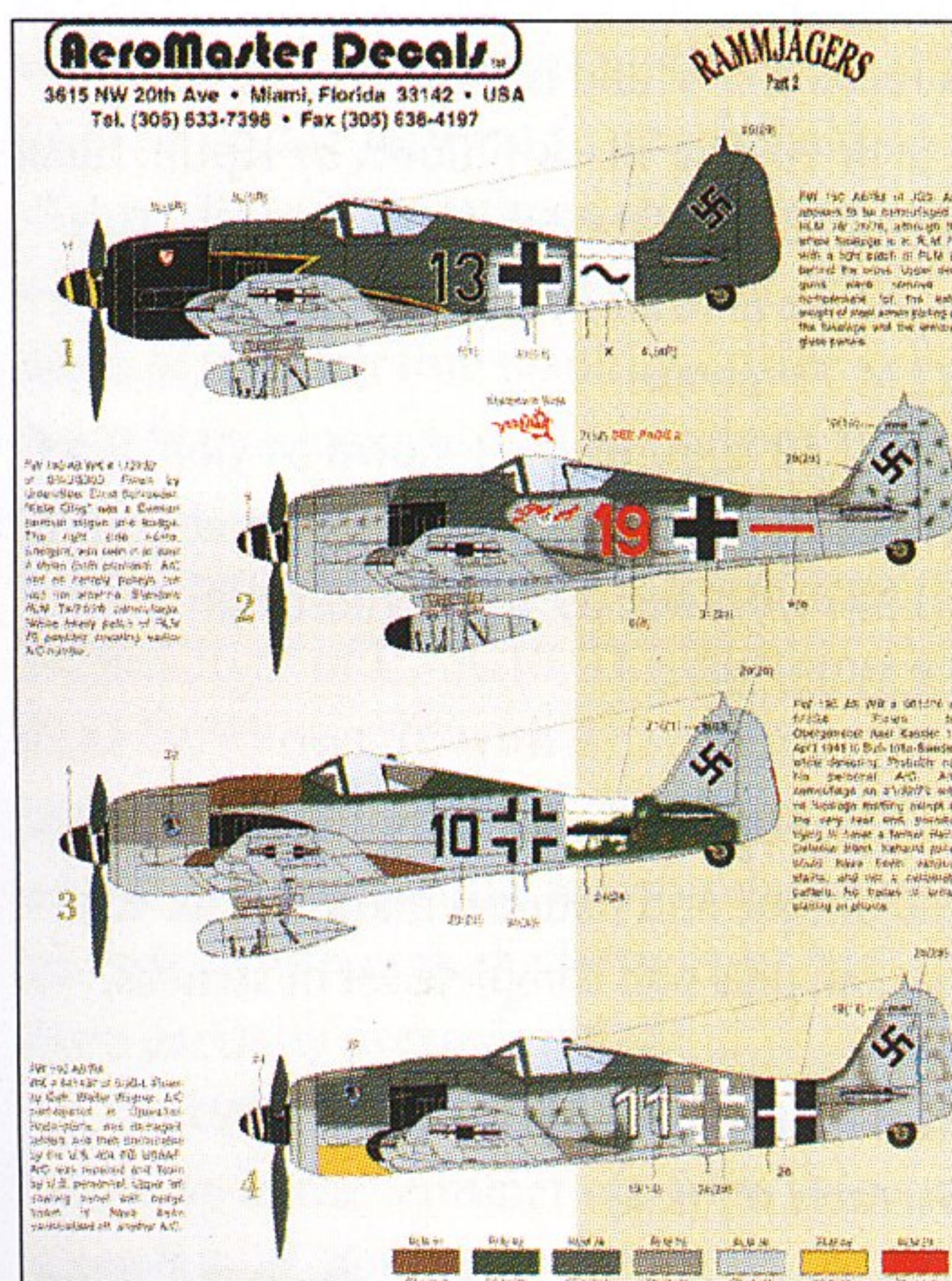
Seikentai based at Matsudo AB, Chiba Prefecture in 1945. This machine is in the same scheme as option 1 & 2.

72-139. Rammjagers Part 2.



The decal sheet from 72-139

- 1. Fw 190A-8/R8 of JG3. This machine is RLM 74/75 over 76 with the whole fuselage in RLM 74 and the forward nose and spinner in black.
- 2. Fw 190A-8, W/Nr. 172732 flown by Fw. Ernst Schröder of 5/II/JG300. This machine is RLM 74/75 over 76 with a light fuselage mottle.
- 3. Fw 190A-8, W/Nr. 961076 of 5./JG4 flown by Obergefeiter Axel Kessler. This machine is RLM 81/82 over 76.



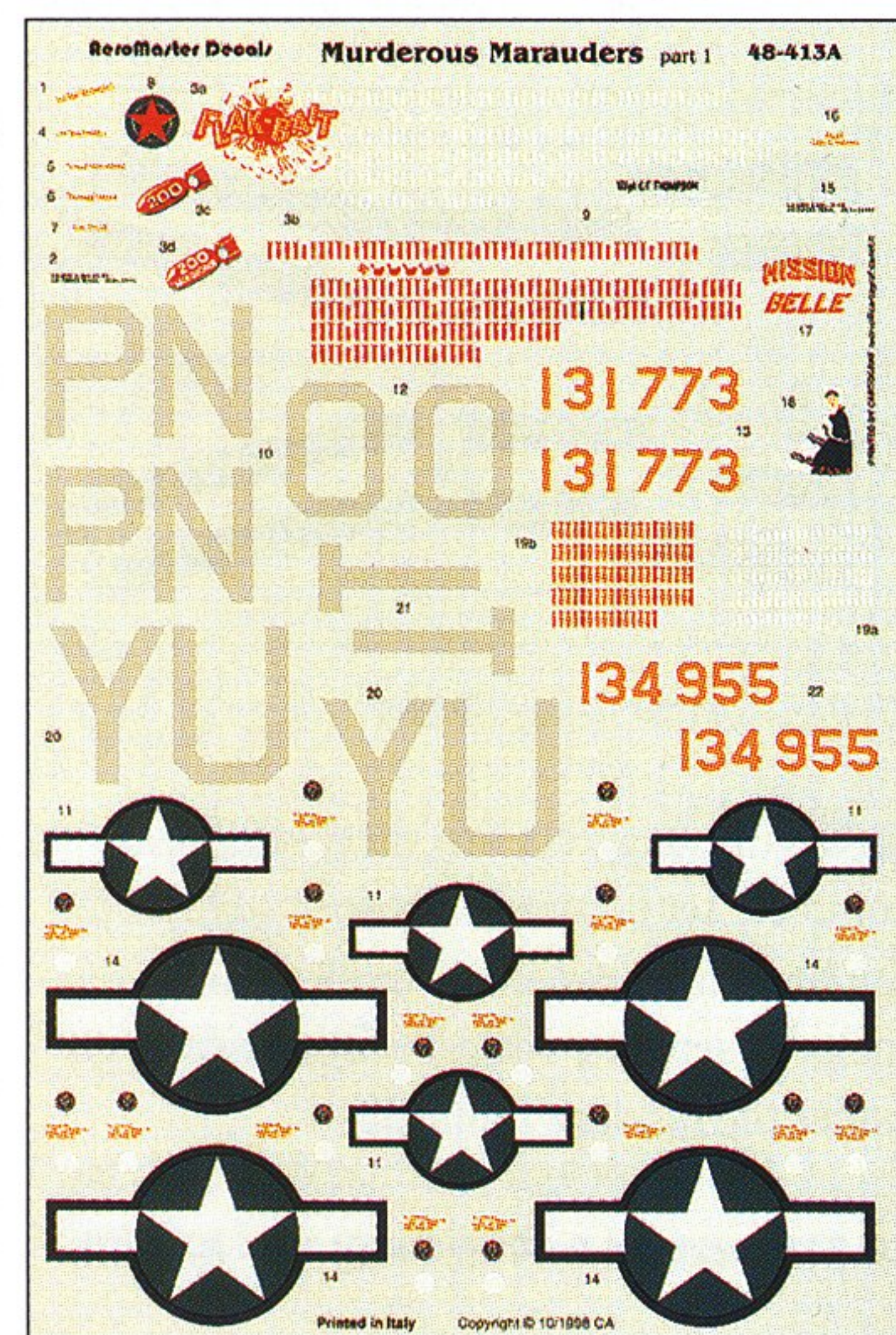
The four options on 72-139

- 4. Fw 190A-8/R6, W/Nr. 641497 of 5./JG4 flown by Gefr. Walter Wagner. This machine is RLM 74/75 over 76 with an RLM 04 lower engine cowling.

This sheet includes all the markings for each option plus four complete sets of stenciling.

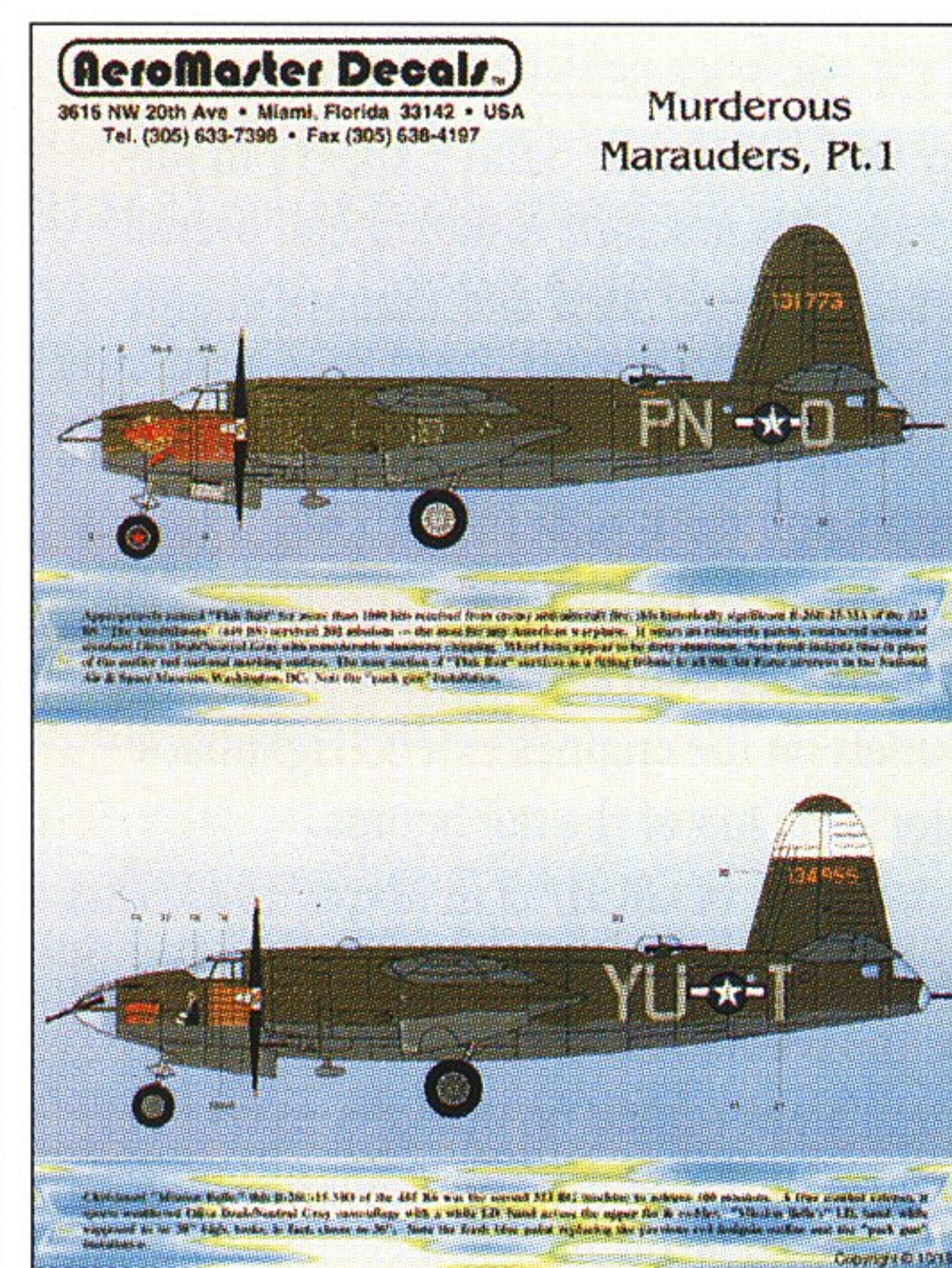
1/48th Scale

48-413 Murderous Marauders Pt.1



The decal sheet from 48-413

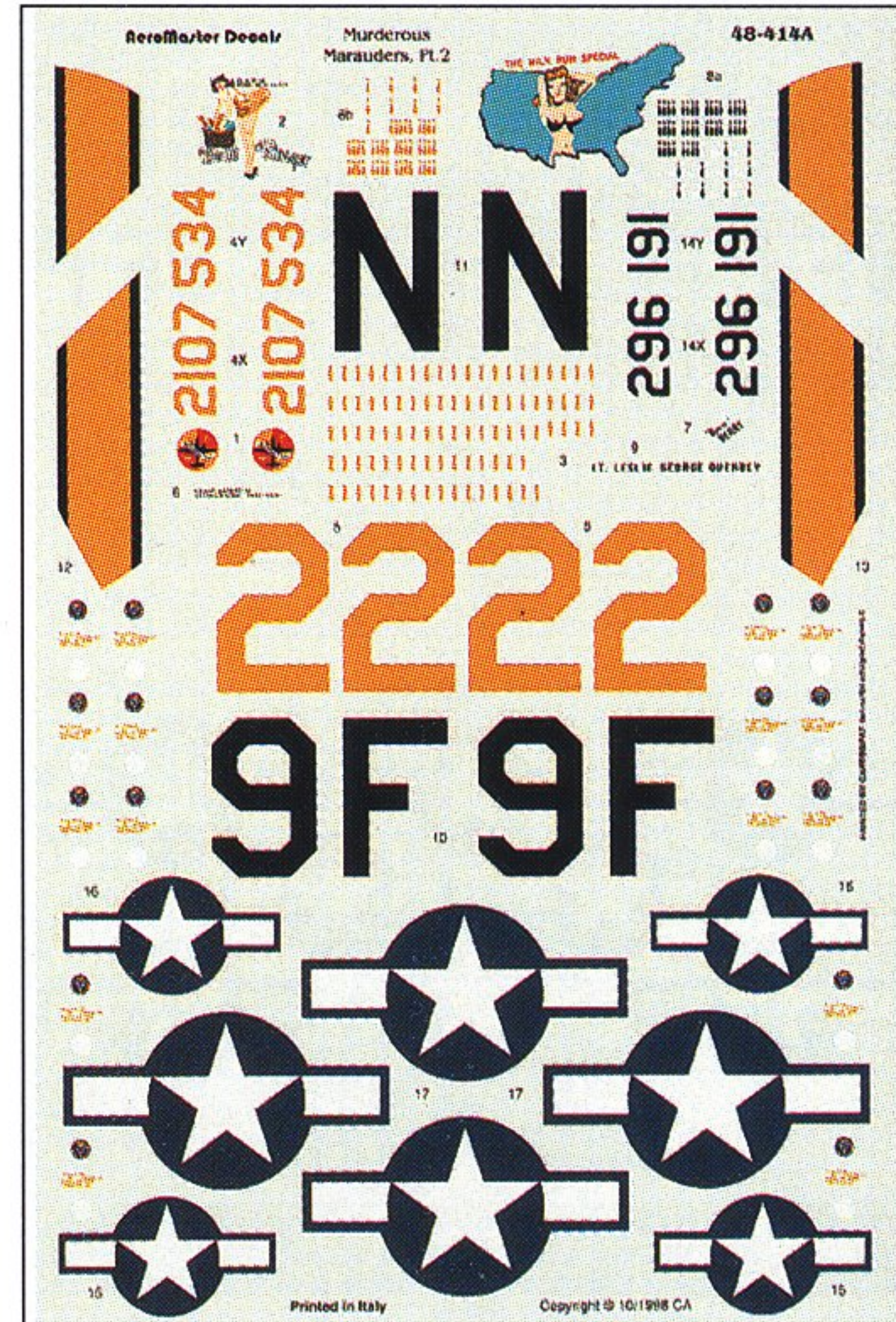
- 1. B-26B-25-MA, 41-31773, 'Flak Bait' of the 322nd BS. This machine survived more missions (202) than any other American warplane and is Olive Drab over Neutral Grey, although all of the paintwork is extremely worn.
- 2. B-26C-15-MO, 41-34955, 'Mission Belle' of the 455th BS, 323 BG. This machine is Olive Drab over Neutral Grey with a white band around the vertical fin.



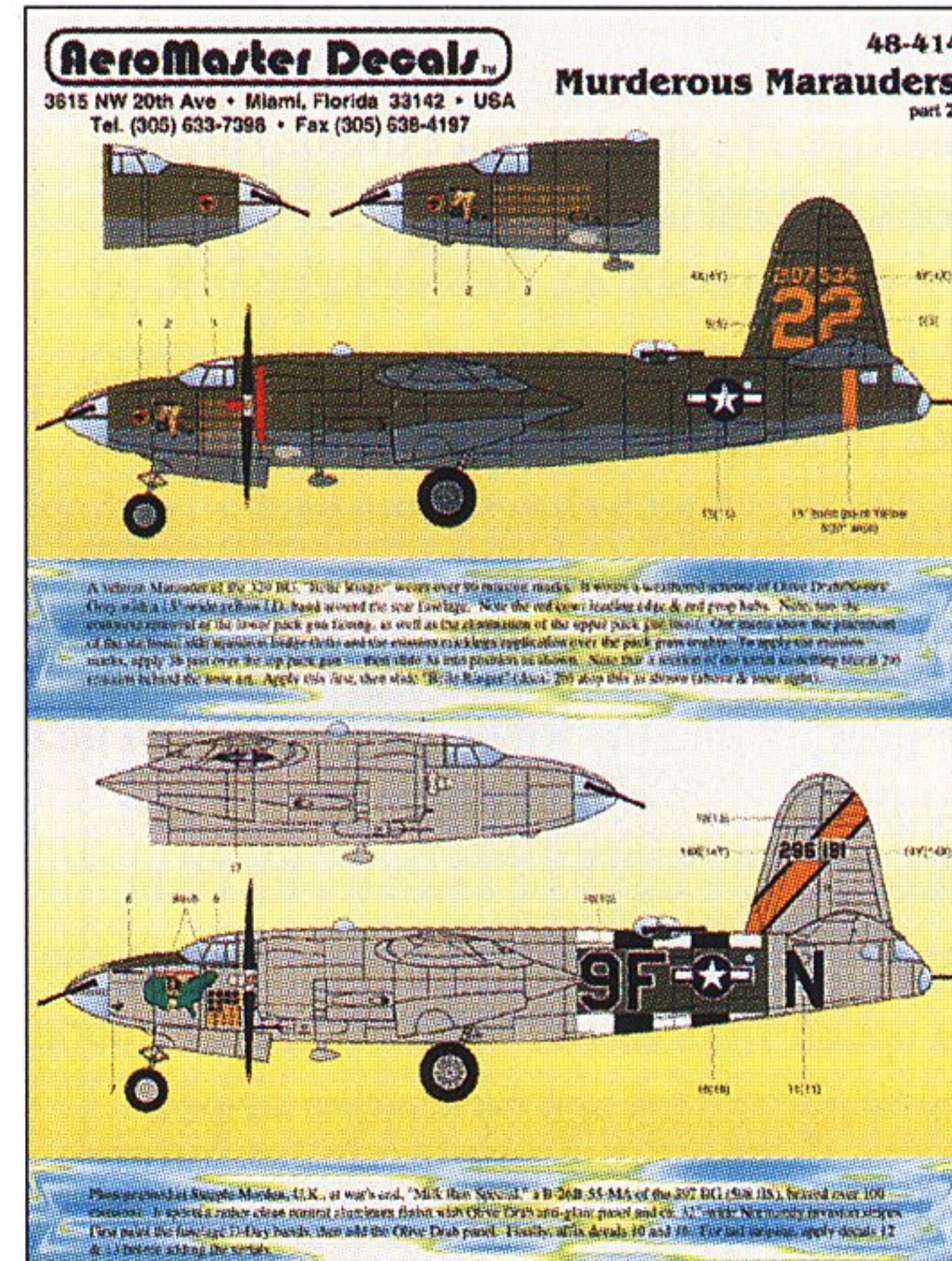
The two options offered on 48-413

48-414 Murderous Marauders Pt.2

- 1. B-26B, 42-107534, 'Belle Ranger' of the 320th BG. This machine is Olive Drab over Neutral Grey with red engine cowling rings and propeller hub tips.
- 2. B-26B-55-MA, 42-96191, 'Milk Run Special' of the 397th BG, 598th BS based at Steeple Morden. This machine is natural metal overall with an Olive Drab anti-dazzle panel and 32" wide invasion stripes around the rear fuselage. The fuselage codes and star and bar are painted on an Olive Drab panel that is placed over the invasion stripes.



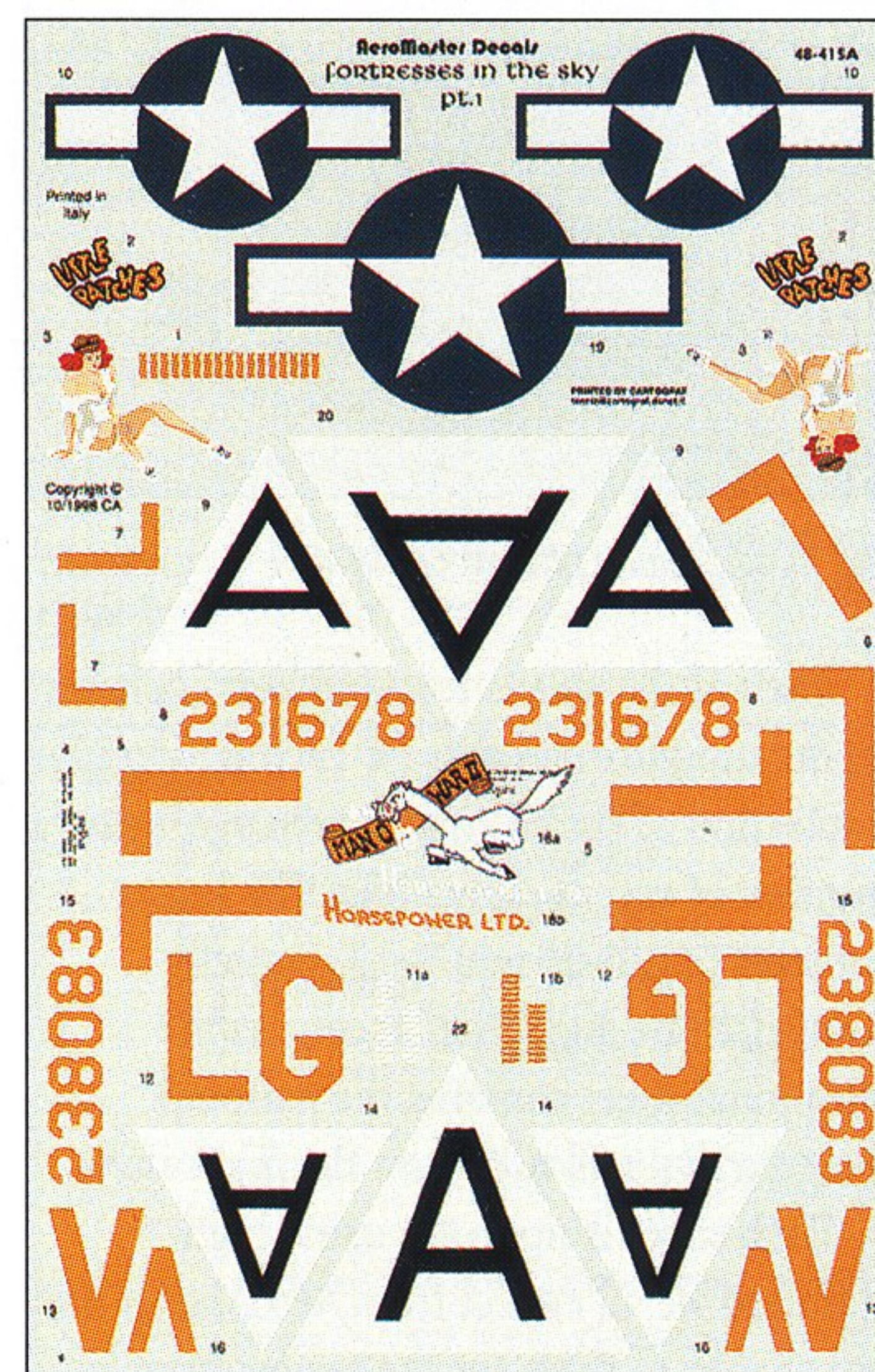
The decal sheet from 48-414



The two options offered on 48-414

48-415 Fortresses in the Sky Pt.1

- 1. B-17G-25-BO, 42-31678, 'Little Patches' of the 91st BG, 401st BS, 8th AF based at Bassingbourne, UK. This machine is Olive Drab over Neutral Grey with the wing and tailplane tips, plus vertical fin panel in red.



The decal sheet from 48-415

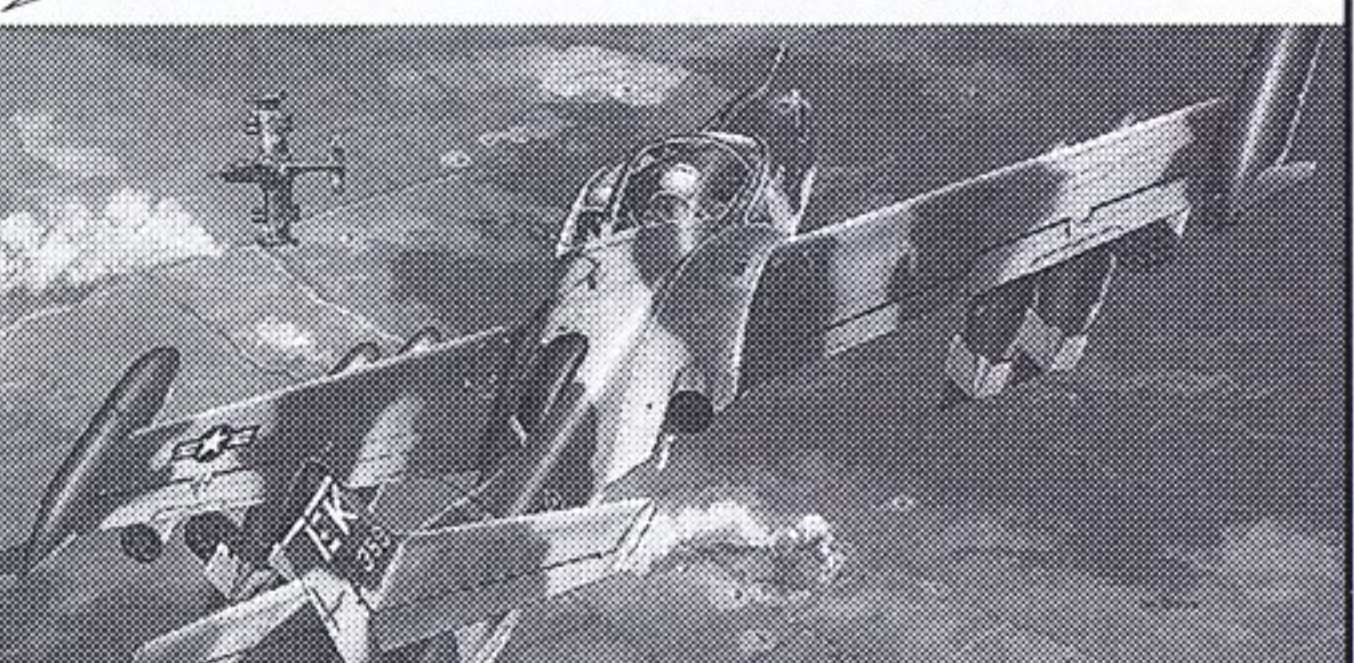
- 2. B-17G-45-BE, 42-38083, 'Man O War II' of the 91st BG, 322nd BS also based at Bassingbourne in early 1944. This machine is in the same scheme as the previous option.

48-416 Fortresses in the Sky Pt.2

- 1. B-17G, 42-39975, 'Just Plain Lonesome'

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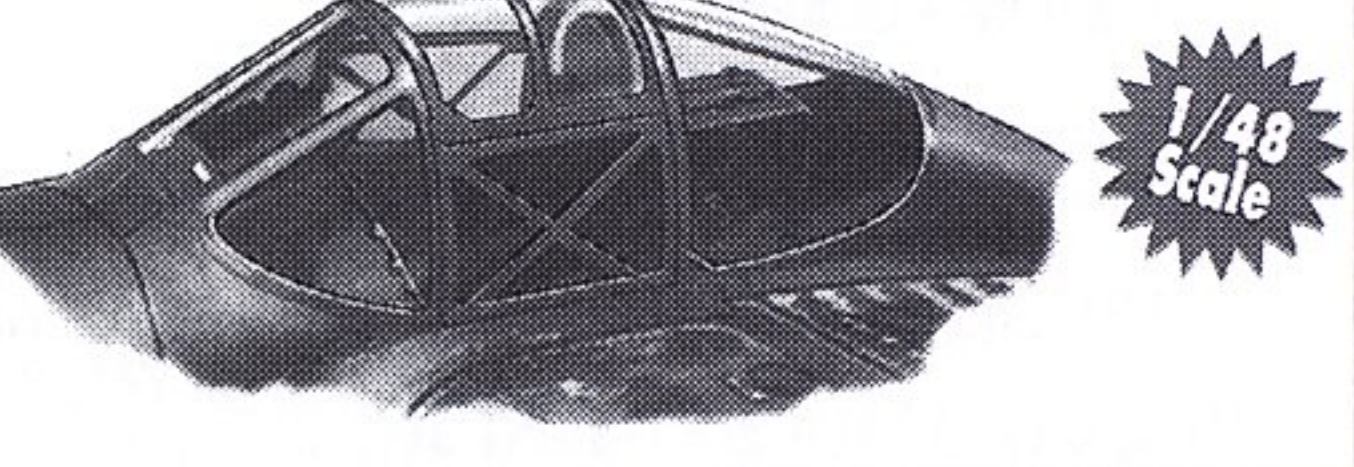
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- HC1260 B-58A "1st Supersonic" 1/144 £10.99
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- HC1337 US Navy EA-6B Prowler 1/72 £8.99
- HC1343 USAF Caribou 1/72 £27.95
- HC1350 S2F-1 Tracker 1/72 £8.99
- HC1357 C-45G/H USAF "Expeditor" 1/72 £10.99
- HC1375 V-22 Osprey Tilt-Rotor Transport 1/72 £10.99
- HC1392 Avro CF105 Arrow 1/72 £10.99
- HC1394 Avro CF100 Mk.5 1/72 £8.99



- HC1531 Hawker Sea Fury 1/48 £10.99
- HC1443 US Navy Bearcat F8F-2 1/48 £12.99
- HC1515 Ju.87G-1 Stuka 1/48 £8.99
- HC1521 Seafire Mk.XV "Pacific Theatre" 1/48 £10.99
- HC1523 Hispano CiviSchmitt "Battle of Britain" 1/48 £10.99
- HC1524 Czech Avia S-199 "Mule" 1/48 £10.99
- HC1535 Polikarpov I-16 Type 5/6 1/48 £10.99
- HC1537 Spitfire Mk.XIV "Pacific Theatre" 1/48 £10.99
- HC1547 AT-33 Coln Bird 1/48 £10.99
- HC1566 Me Bf.109B, Early 1/48 £10.99
- HC1602 Dornier Do.17Z 1/48 £18.99
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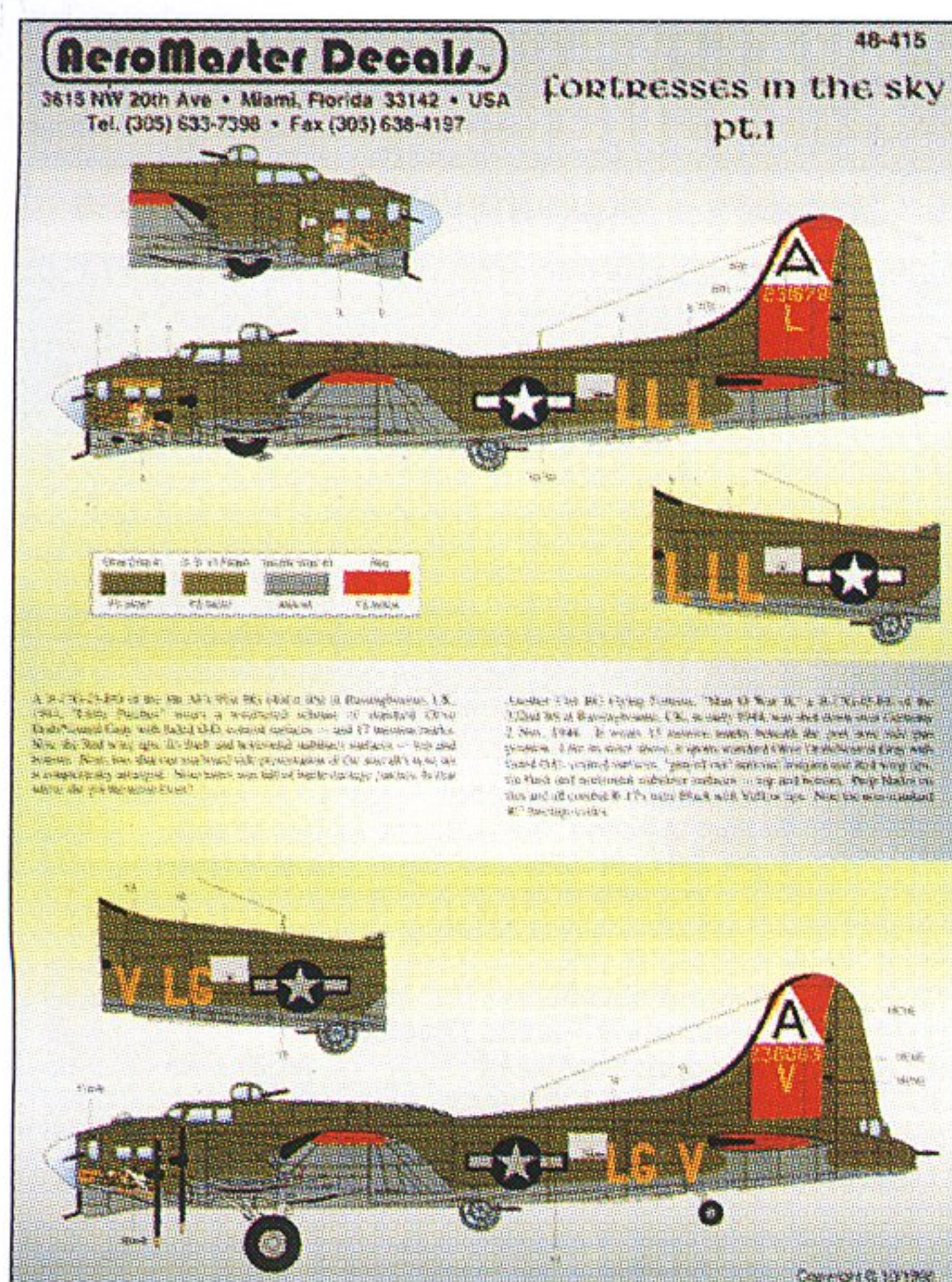
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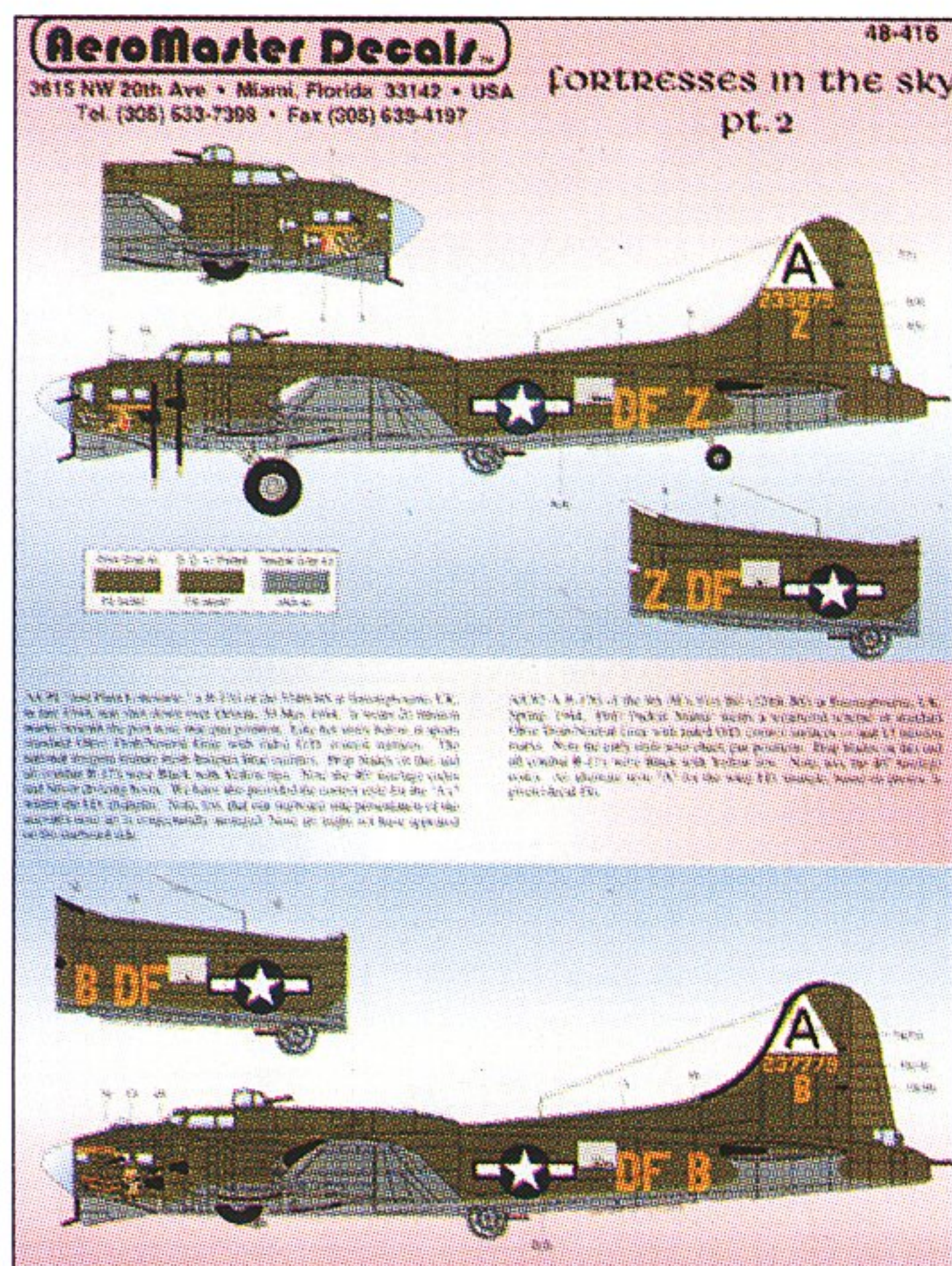


The two options offered on 48-415

of the 324th BS based at Bassinbourne and lost over Dessau on the 30th May 1944. This machine is Olive Drab Over Neutral Grey.



The decal sheet from 48-416



The two options offered on 48-416

• 2. B-17G, 42-37779, 'Pist'l Packin Mama' of the 91st BG, 324th BS based at Bassingbourne, 1944. This machine is in the same scheme as the previous option.

48-419 Debden Ponies Pt. 3 - P51B 4th FG.

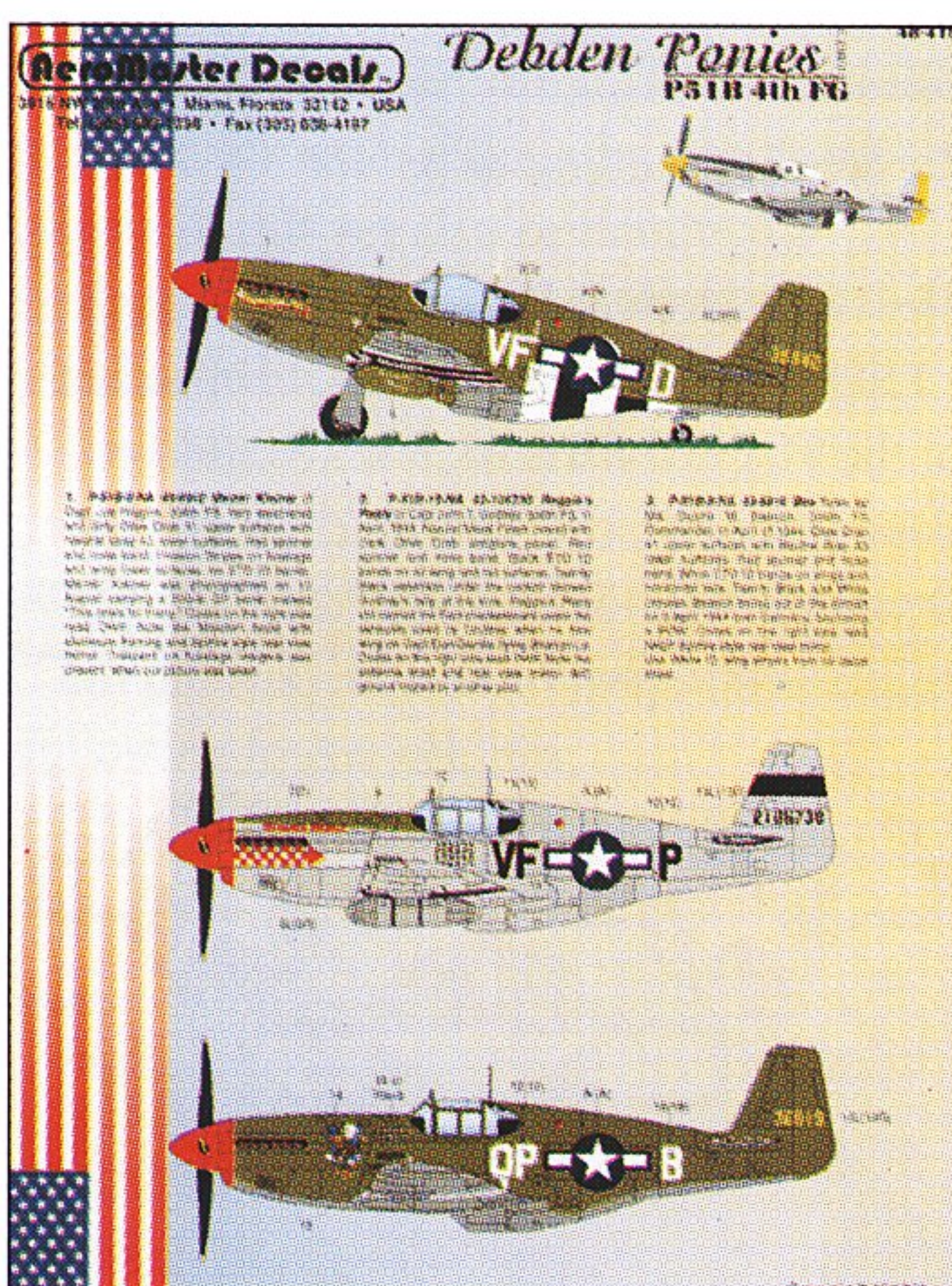
• 1. P-51B-5-NA, 43-6942, 'Meiner Kleiner' flown by Capt. Joe Higgins of the 336th FS, 4th FG. This machine is Olive Drab 41 over Neutral Grey 43 with invasion stripes around each wing and on the undersurface of the



The decal sheet from 48-419

fuselage. The spinner and extreme engine cowling front is red.

- 2. P-51B-10-NA, 42-106730, 'Reggie's Reply' flown by Capt. John T. Godfrey of the 336th FS, 4th FG in April 1944. This aircraft is natural metal overall with the extreme engine cowling and spinner in red and the upper engine cowling in Olive Drab. Black ETO bands are applied around the wings, tail and vertical fin.
- 3. P-51B-5-NA, 43-6819, 'Bee' flown by Maj. Duane W. Beeson of the 334th FS, 4th FG in April 1944. This machine is in the same scheme as option 1, but carries white ETO bands around the wings and tail and no invasion stripes.



The three options offered on 48-419

Each of the sheets featured here includes all the unique markings for each option plus a selection of (or all) national insignia and a number of sets of stencilling. The larger subjects (e.g. B-26 and B-17) actually comprise one and a half sheets, as the additional sheet contains the national insignia that will not fit on the main sheet.

Each sheet is up to the usual high standard we all expect from AeroMaster and our thanks to them for the review samples.

Information

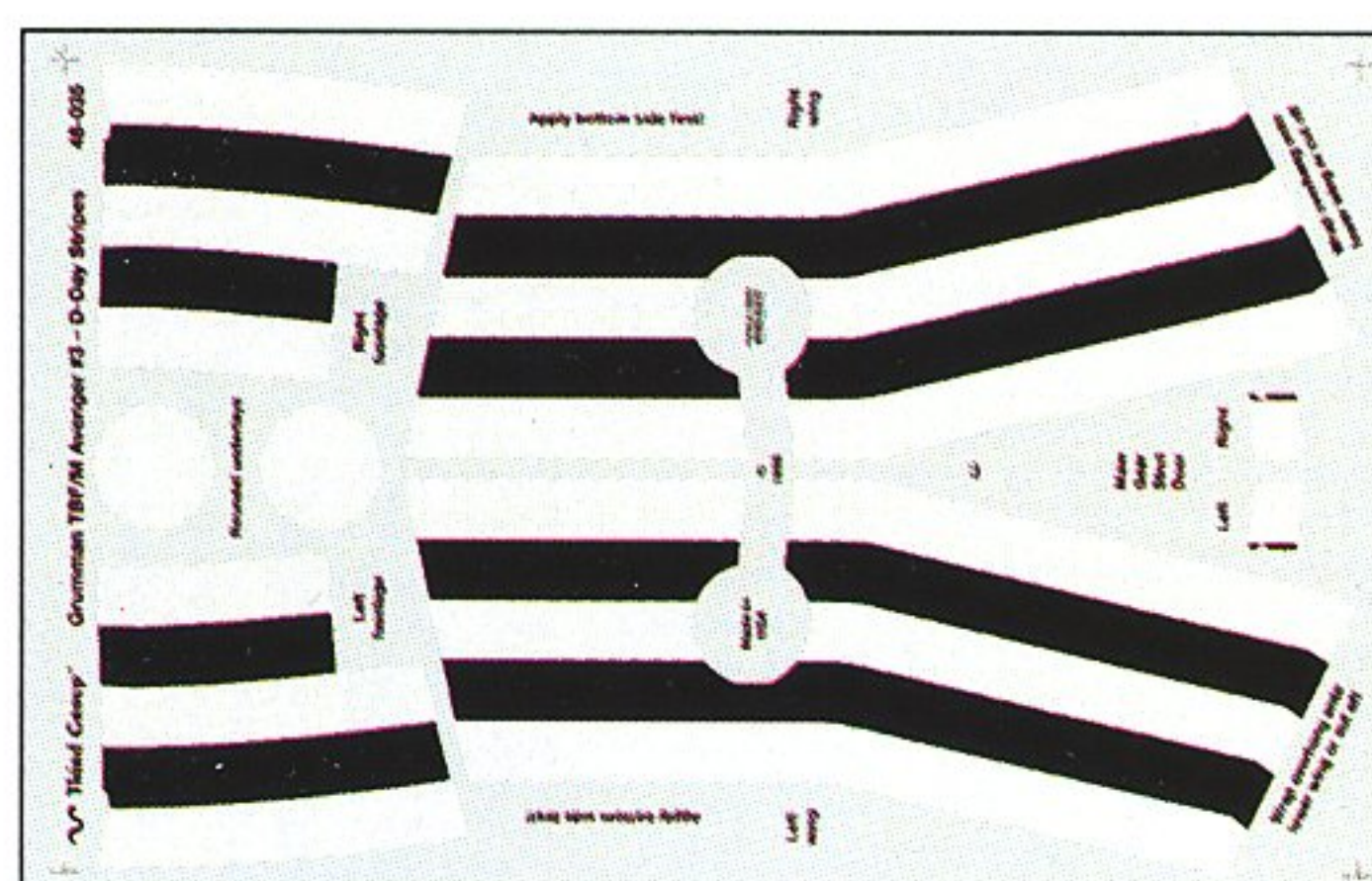
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Tel 305 635 3134
Fax: 305 638 4197
UK Sources: Hannants and Athena Books

Third Group

Samples of the latest seven sheets from this manufacturer have been passed to us by their UK distributor; The Aviation Hobby Shop.

1/48th Scale

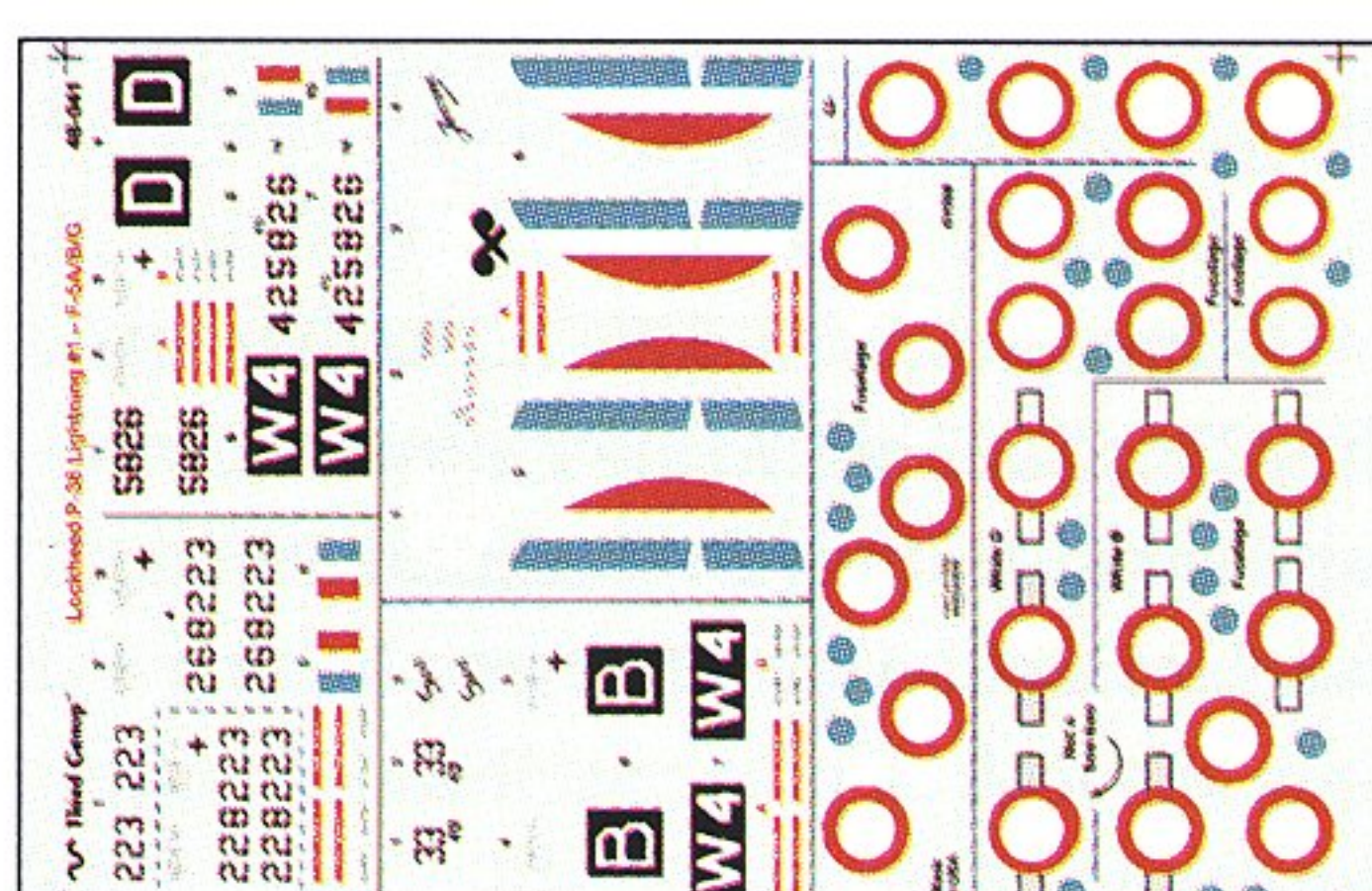
48-035 Grumman TBF/TBM Avenger D-Day Stripes



48-035 Avenger D-Day Stripes

As the title suggests this sheet offers one complete set of invasion stripes suitable for the Grumman Avenger. The sheet also includes separate white backgrounds to go under the fuselage roundels

48-041 Lockheed P-38 Lightning #1 - F-5A/B/G



Two of the options from 48-041

This sheet offers the following four schemes;

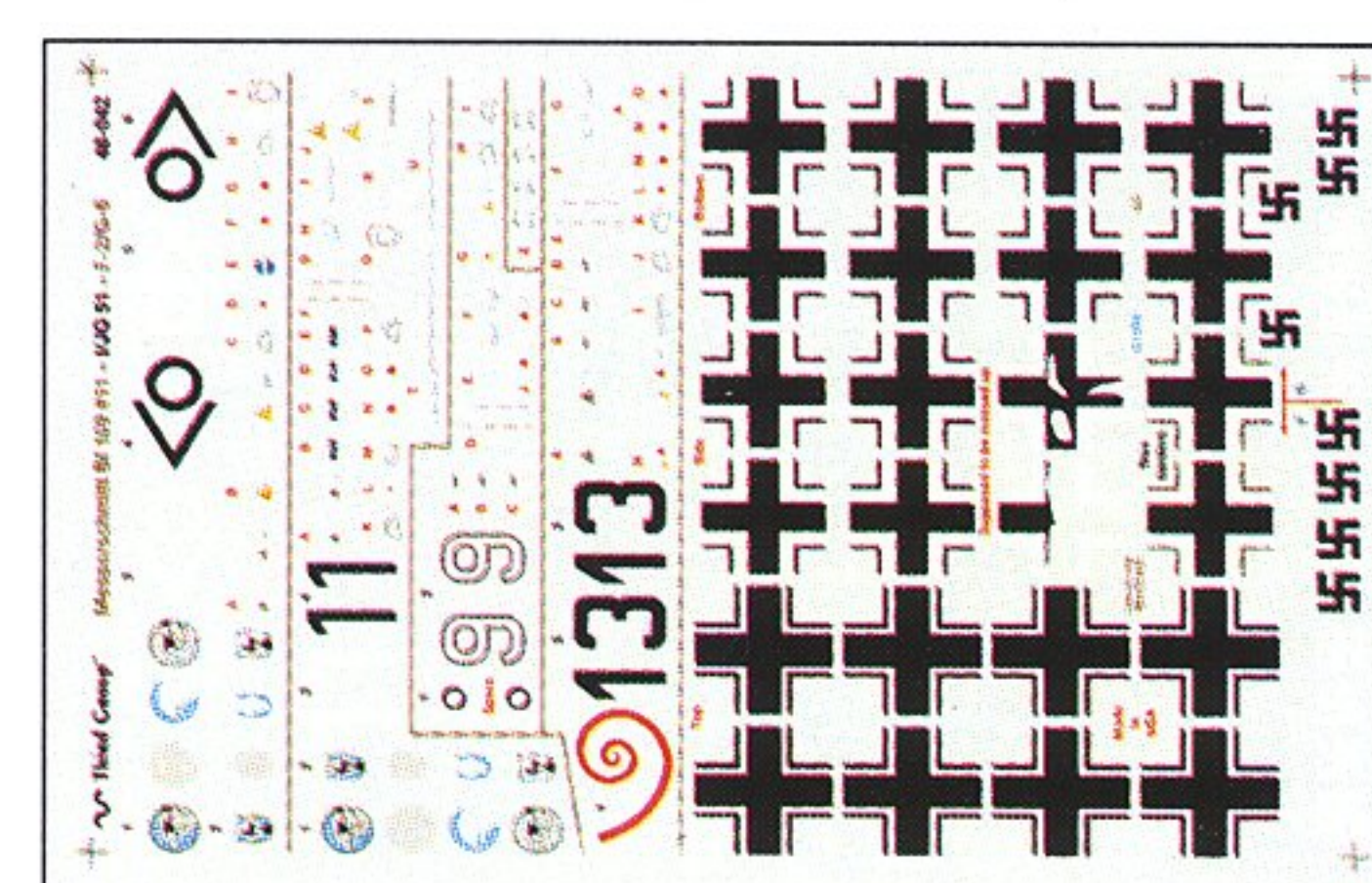
- 1. F-5B-1, 42-68223 of GR II/33 and flown by Cdt. Antoine de Saint-Exupery in July 1944. This machine is bare metal overall with the upper nose and inboard engine nacelles in Olive Drab
- 2. F-5G-6, 44-25826 of GR II/33 and flown by an unknown pilot in late 1944. This aircraft is in the same scheme as the previous option, although the Olive Drab panels on the engines extend right back along the top of the tail booms.
- 3. F-5B-1 of GR II/33 in March 1945. This machine is once again in the same scheme as the previous two option, but the Olive Drab areas extend up onto the tops of the vertical fins and the nose cap and spinners are red.
- 4. F-5A-1 flown by Cdt. Antoine de Saint-Exupery. This machine may be in either a Olive Green and Medium Brown over Light Green scheme, or Dark Green (RAF) and Dark Earth (RAF) over Sky, as sources conflict a bit on this one!

The decal sheet includes all the unique and national markings for each option along with a set of rudder tricolours and stencil blocks for each option.

48-042 Messerschmitt Bf 109 #11

This sheet offers schemes for the following four machines

- 1. Bf 109F-2, W/Nr. unknown flown by Lt.

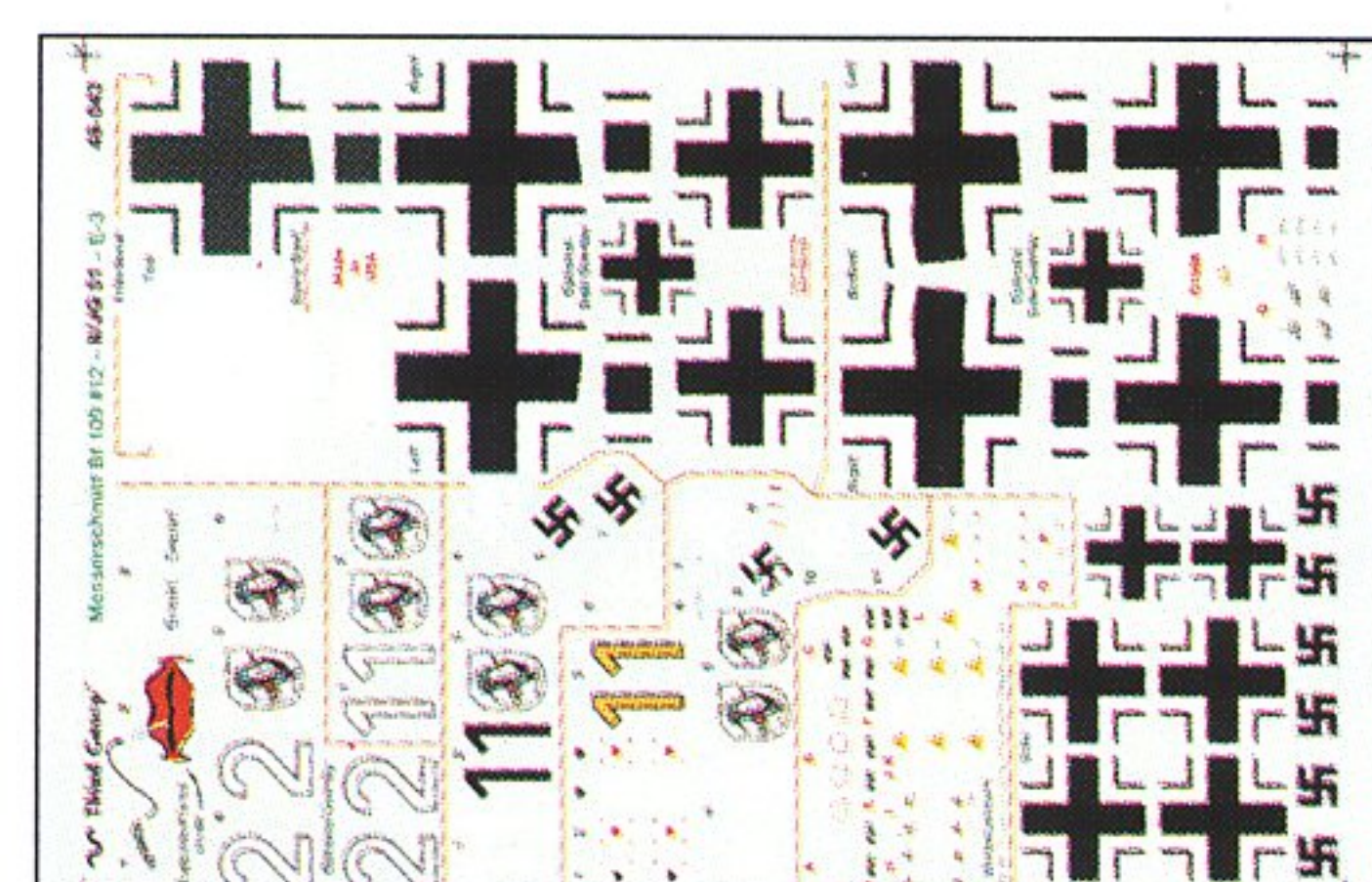


The decal sheet from 48-042

Michael Sonner, I Gruppe Technical Officer, I./JG51, Russia 1941. This machine is white distemper applied over the original RLM 74/75/76 scheme and the spinner, lower engine cowling, wing tips and fuselage band are yellow (RLM 04).

- 2. Bf 109F-2, 'Black 1', W/Nr. unknown flown by Lt. Heinz Schuman, 2nd Staffel, JG51, Russia, August 1941. This aircraft is RLM 74/75 over 76 with a mottle of RLM 02/70/71 on the fuselage and vertical fin. The yellow rudder and fuselage bands have been oversprayed with RLM 74/75.
- 3. Bf 109G-6, W/Nr. unknown flown by Lt. Günther Josten, 1st Staffel JG51 in the Spring of 1941. This machine is RLM 74/75 over 76 with the spinner, lower engine cowling, wing tips and fuselage band in yellow.
- 4. Bf 109G-6, W/Nr. and pilot unknown operated by the 2nd Staffel of JG51 in Russia in the Spring of 1944. This machine is white distemper over RLM 76 with the spinner, lower engine cowling, wing tips, fuselage band and rudder in RLM 04.

The decal sheet includes all the markings required to make up each option plus stencilling.



The decal sheet from 48-043

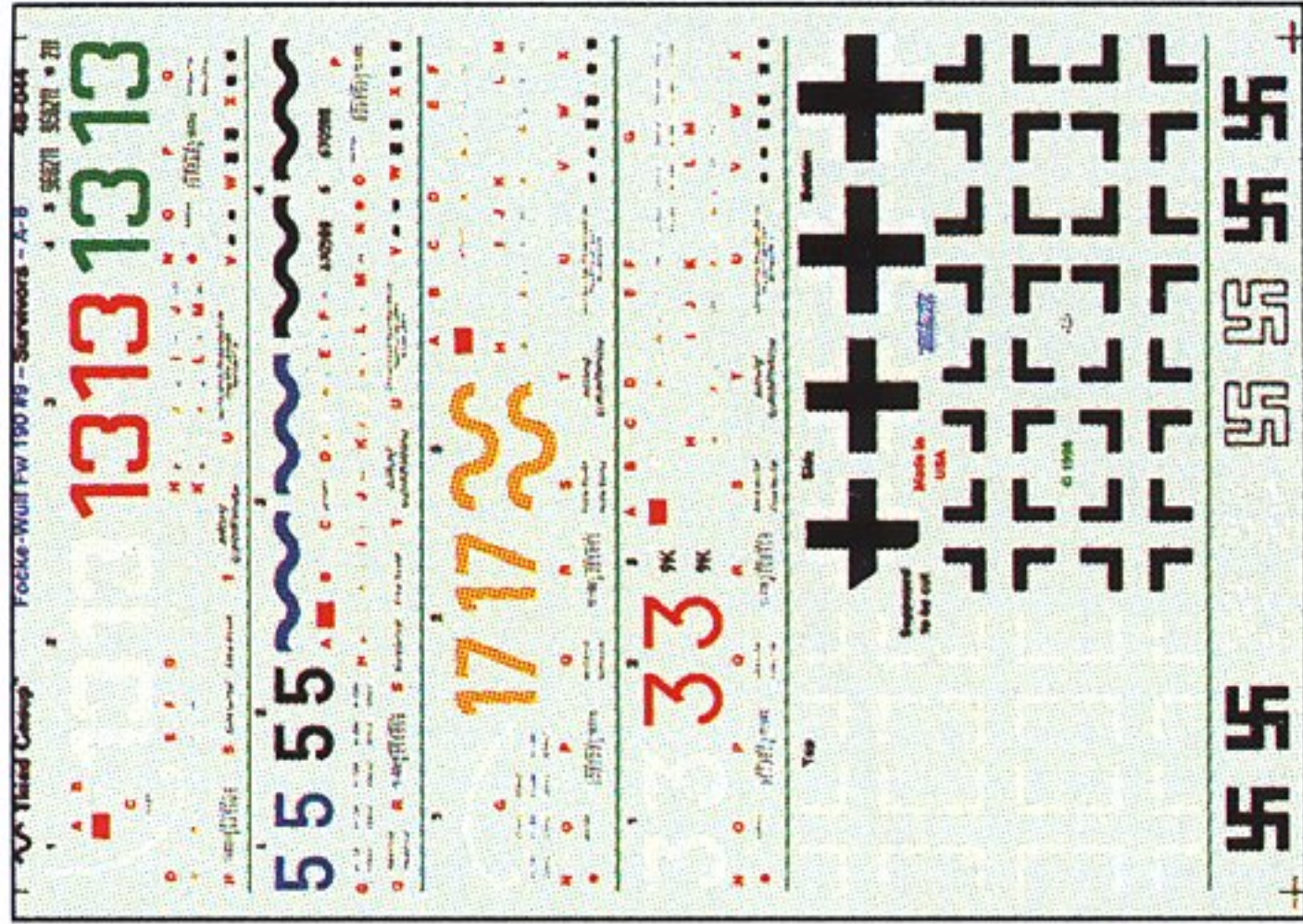
48-043 Messerschmitt Bf 109 #12 II./JG51

- 1. Bf 109E-3, 'White 2' flown by Obw. von Hans Illner. This aircraft is RLM 71/02 over 65 with an RLM 02/70/74 mottle.
- 2. Bf 109E-3, 'White 1' flown by Josef Fözö. This machine is RLM 71/02 over 65 with a mottle of RLM 70 on the spine and RLM 70/71 on the vertical fin. The rudder is a replacement and is RLM 70 over 65.
- 3. Bf 109E-3 'Black 1' flown by Hptm. Horst 'Jakob' Tietzen the 5th Staffelfkapitän. This machine is RLM 71/02 over 65 with an RLM 71 mottle.
- 4. Bf 109E-3, 'Yellow 1' flown by Oblt. Josef Priller the 6th Staffelfkapitän. This aircraft is RLM 71/02 over 65 with a mottle of RLM 02/70/74.

Once again the decal sheet includes all the unique and national markings for each option, plus one complete set of stencils.

48-044 Focke Wulf Fw 190 #9 - Survivors #1 (A-8)

This sheets deals with Fw 190s found at the end of WWII and offers markings for the



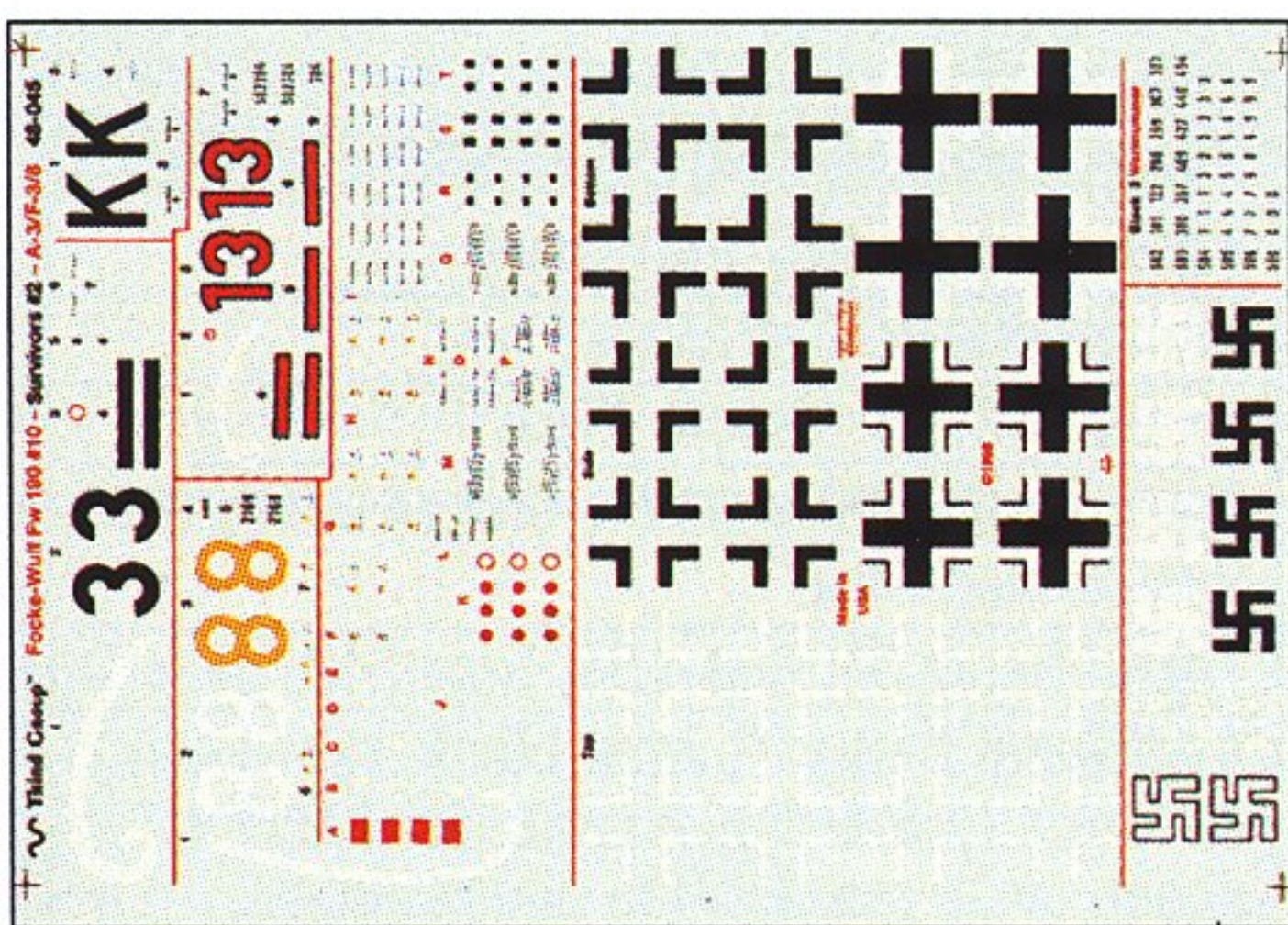
All four options from 48-044

following four machines;

- 1. Fw 190A-8, 'Red (or Green) 13' found at Grove, Denmark in June 1945. This machine is RLM 75 (or 83) over 76.
- 2. Fw 190A-8, 'Blue (or Black) 5' found at Linz, Austria in June 1945. This aircraft is RLM 81/82/83 over 76 with the wings in RLM 81/82 over 76 and the spinner in RLM 70.
- 3. Fw 190A-8, 'Yellow 17' found at Bad Aibling, Germany in June 1945. This aircraft is RLM 75/81/83 over 76 with the wings and tail in RLM 82/83 over 76. The lower engine cowling is red and the spinner is white spiralled black.
- 4. Fw 190A-8, 'Red 3' found at Bad Aibling, Germany in June 1945. This machine is RLM 74/75/76/81/82/83 (anymore anyone!).

Once again the decal sheet includes all markings required to make up each option plus complete sets of stencils for each (although some are not fitted to certain options, but all omissions are noted on the instructions).

48-045 Focke Wulf Fw 190 #10 - Survivors #2 (A-3/F-3/8)



The decal sheet from 48-045

This sheet is the second one dealing with Fw 190s found at the end of WWII and offers markings for the following four machines;

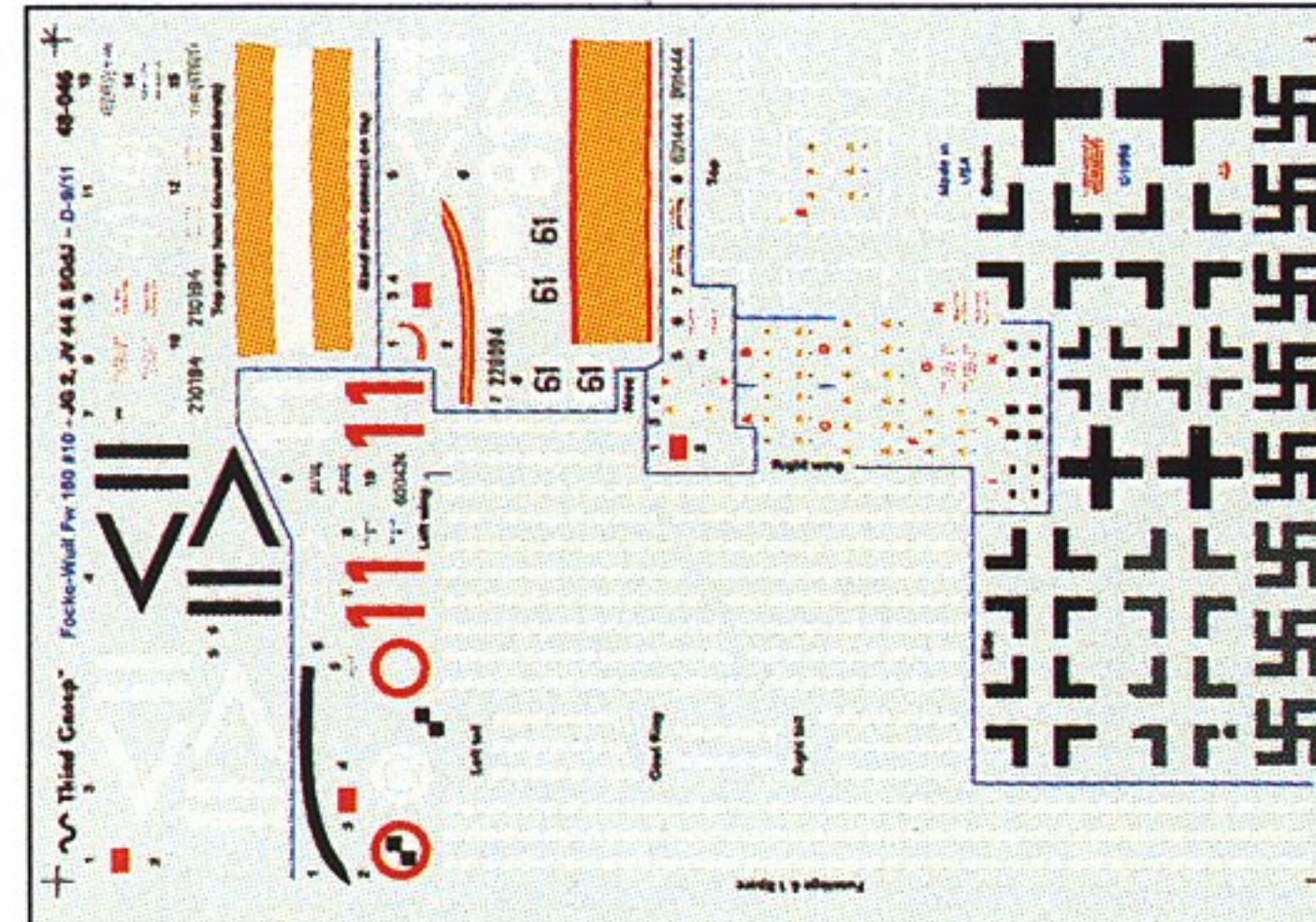
- 1. Fw 190F-8 flown by Fw. Eugen Lörcher of 5./SG2. This machine is either RLM 77 or bare metal with a light mottle of RLM 83 on the forward fuselage, RLM 83 with an RLM 81 mottle on the rudder and a combination of other colours on other areas of the airframe resulting in an aircraft that looks as if it is made of spare parts!
- 2. Fw 190F-3 flown by Ofw. Josef 'Sepp' Enzenberger of II./SG10. This machine is RLM 74/75 over 76 with RLM 83 roughly applied over the fuselage. The lower engine cowling and the rear fuselage band are yellow, although the latter item has been partially overpainted.
- 3. Fw 190A-3, W/Nr. 2168 found in Germany in the Summer of 1945. This aircraft is RLM 81/75 over 76 with the upper cowling in RLM 75 and the tail and

rear fuselage (a replacement?) in RLM 77 (?) with a mottle of RLM 81.

- 4. Fw 190F-8, W/Nr. 582384, Germany, Summer 1945. This aircraft is RLM 74/75/81 over 76 with patches of RLM 81 and 82 on the fuselage and vertical fin.

As usual, the decal sheet includes all the markings required to make each option plus three complete sets of stencilling.

48-046 Focke Wulf Fw 190 #10, JG2, JV44 & SGdJ (D-9/D-11)



The decal sheet from 48-046

This sheet offers markings for the following four machines;

- 1. Fw 190D-9, W/Nr. 210194, flown by Fw. Werner Hohenburg of Stab./JG2. This machine is RLM 75/81 over 76 with an RLM 81/82/83 mottle and either RLM 75/81 or 83/81 on the wings.
- 2. Fw 190D-9, W/Nr. 600424 flown by Hptm. Waldemar Wübke, JV44 Würger-Staffel. This aircraft is RLM 82/83 over 76 with dense mottling. The lower wings and fuselage are red with white stripes, as this machine was part of the protection flight for the Me 262s of JV44.
- 3. Fw 190D-11, W/Nr. 22004, Stab General der Jagdflieger. This machine is RLM 81/83 over 76 with heavy mottling of RLM 83 on the fuselage and tail.
- 4. Fw 190D-11, W/Nr. 601444 of JG2 (possibly). This machine is RLM 81 over 76 with fuselage mottling of RLM 81/82.

The decal sheet contains all the markings for each option along with most of the required stencils.

This is another good selection of subjects from Third Group. With the latter three sheets however, I would suggest double-checking the reference sources listed on the instructions, as the manufacturers cannot show the extent of overspray and mottle effect completely, and late-war Luftwaffe colour schemes are notoriously complex.

Each of the sheets reviewed here can be obtained from The Aviation Hobby Shop for £4.95 and our thanks go to TAHS for the review samples.

Information

Worldwide Enquiries:
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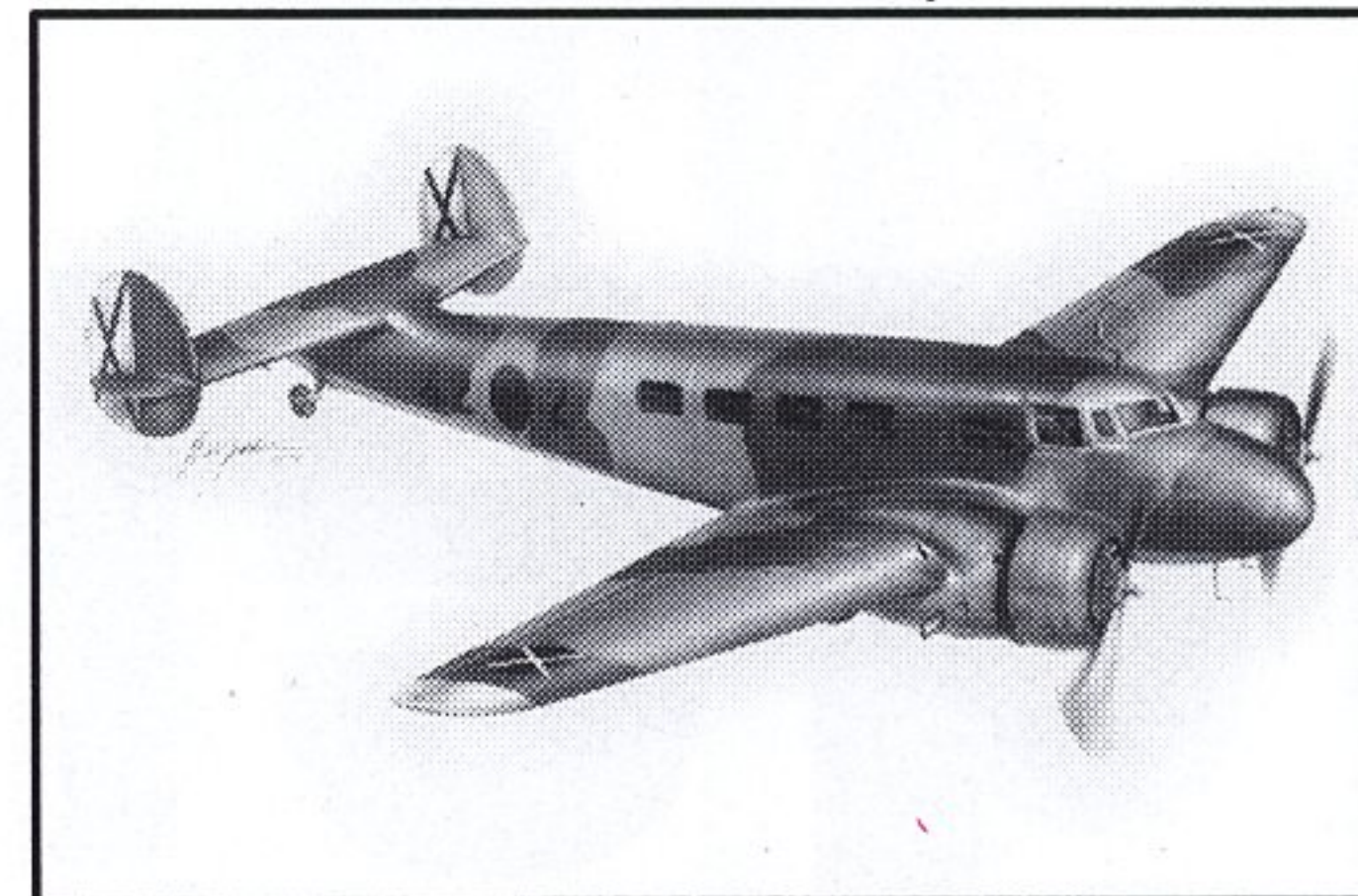
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A Tiger's Tale

by Paul Lawson

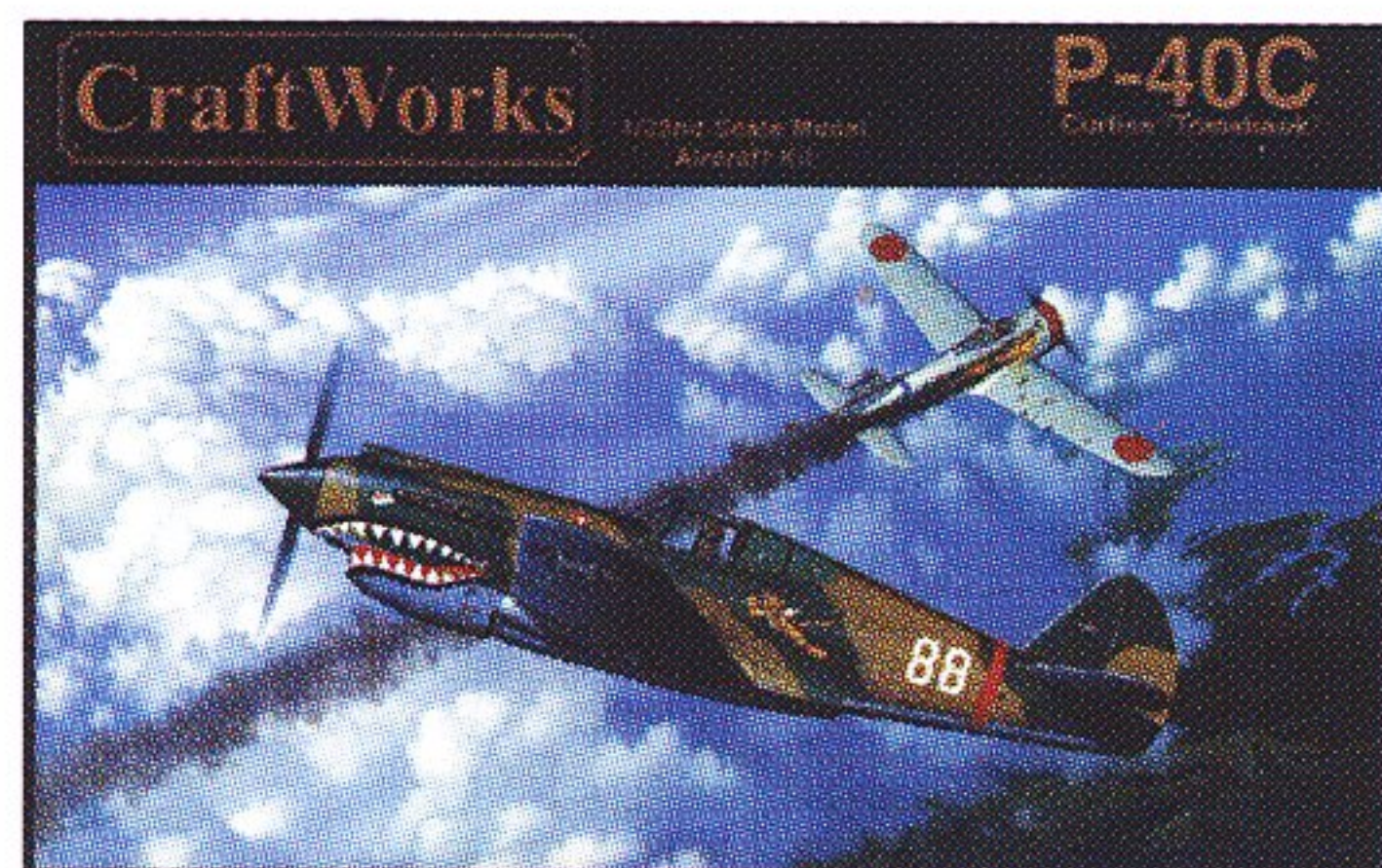
The CraftWorks P-40

Until recently, there were no kits in this increasingly popular scale of the early P-40C; modellers were obliged to convert the elderly Revell P-40E, a major undertaking. However, in the past year, two options have become available; a resin conversion set from Scratchbuilders (described in SAMI Vol 4 Issue 10), or the subject of this article, a complete mixed-media kit from newcomers CraftWorks. Although the kit was the subject of a special preview in SAMI (Vol 4 Issue 6), a brief overview may be helpful here.

Presentation of the kit is first class. A strong, full-colour box features an excellent painting by Stan Stokes - 'Tiger Claws' which is of an AVG P-40 in action. The majority of the kit is cast in cream coloured resin, and features some superb detail, especially the rivets, panel lines, access covers and so on on the exterior surfaces. Despite careful packaging with bubble wrap,

Although outclassed by many of its contemporaries, the Curtiss P-40 nevertheless made an important contribution to eventual victory during World War II, serving in many different theatres around the world. It was the first truly mass produced fighter for the United States, and was the result of the marriage of the Curtiss P-36 airframe with an Allison V-12, liquid cooled engine.

Perhaps the most famous exponent of the P-40 was the American Volunteer Group, the legendary 'Flying Tigers', an American unit employed by the Chinese Government to help defend China from Japanese aggression before the United States entered the war. A detailed description of the AVG's activities is well beyond the scope of this article, but I would refer the interested reader to the list of references at the end of the article.



both wing tips were chipped on my sample, and were a terrible job to repair, taking several attempts to get right using superglue and accelerator. White metal is used for a multitude of smaller parts, including the undercarriage, prop blades and some of the cockpit details, while an etched fret supplies the pilot's seat, cockpit armour, instrument panel (with acetate backing for the instrument faces), detail parts for the undercarriage doors, machine-gun jackets and all the canopy

framing as well as a number of smaller detail parts. Two vac-formed canopies are supplied, one as a spare, as well as a resin 'form' to be used to cut the canopy to shape. Another bag contains assorted lengths of plastic strip and rod, some coloured plastic stock for the navigation lights, wire, some dry decals for placards, some metal foil, a rubber mat for rolling the etched gun-barrel jackets, lengths of aluminium tubing and a piece of clear plastic for the windscreen armoured glass.

Two sheets of Microscale decals are supplied, giving markings for any of four AVG machines, one of the 'Pearl Harbour Defenders', or a Tomahawk of No. 112 Sqn, RAF. It simply had to be a 'Flying Tiger' for me!

Finally, a comprehensive instruction book covers construction in detail, using a good written text, drawings and photographs, although reproduction of the latter is poor. A

Technical Data

Kit: Curtiss P-40C Tomahawk

Manufacturer: CraftWorks

Scale: 1/32nd **Price:** £TBA

Type: Resin, White Metal, Etched Brass and Vac-formed Clear

Parts: Resin 34, Metal 53, Brass 42, Clear 2

Additional Items: Rubber block, rub-down transfers (placards), acetate film backing sheet, clear, red & green plastic lights, adhesive foil, metal tubing, plastic stock and a metal stud for the propeller

Decal Options: 7

Manufacturer: Craftwork Inc, 872 s.w. 174th Street, Seattle, WA 98166, USA.

Tel/Fax: 206 242 8272

Email: staff@craftworks.com

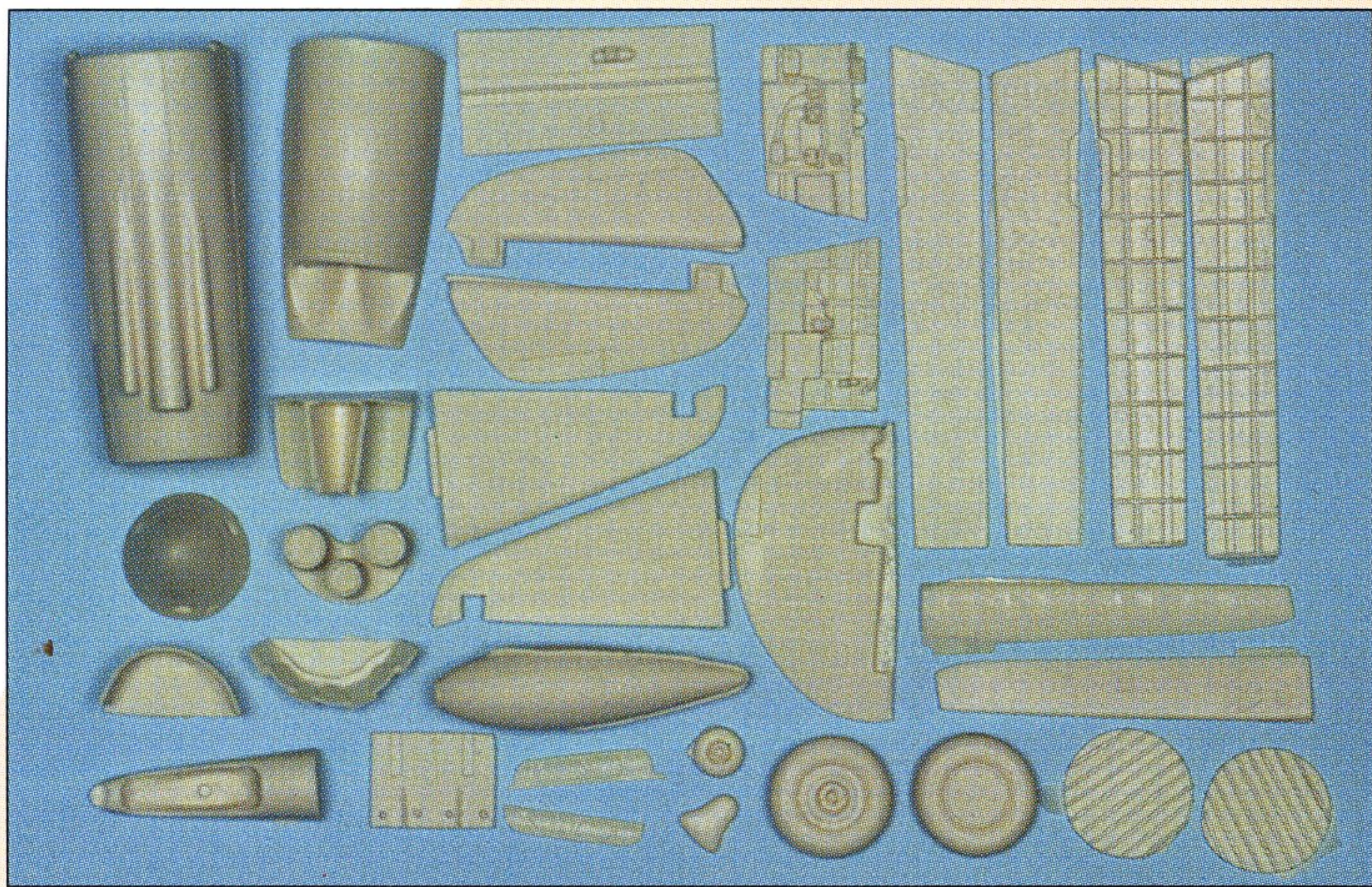
brief history of the type is given, as well as general notes about working with the materials found in the kit.

In short, CraftWorks have set out to provide a kit where nothing needs to be added: Have they succeeded? Read on...

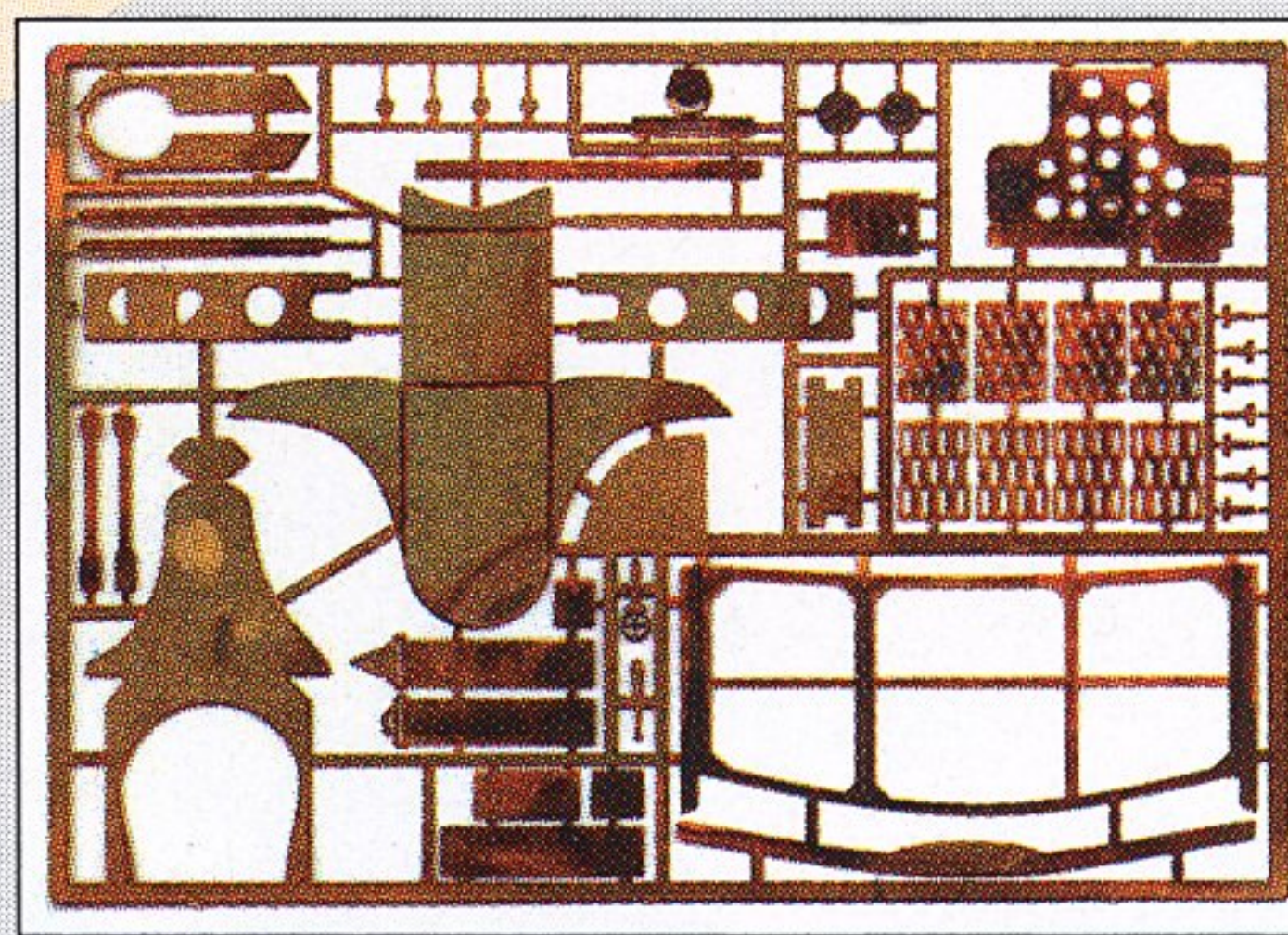
General Construction

As with any mixed-media kit, cyanoacrylic (superglue) is the adhesive of choice, although epoxy adhesive could be used where particular strength is needed, the undercarriage being a case in point. I tend to use three different viscosities of superglue, according to the circumstances, applied with the end of a small safety pin or a cocktail stick.

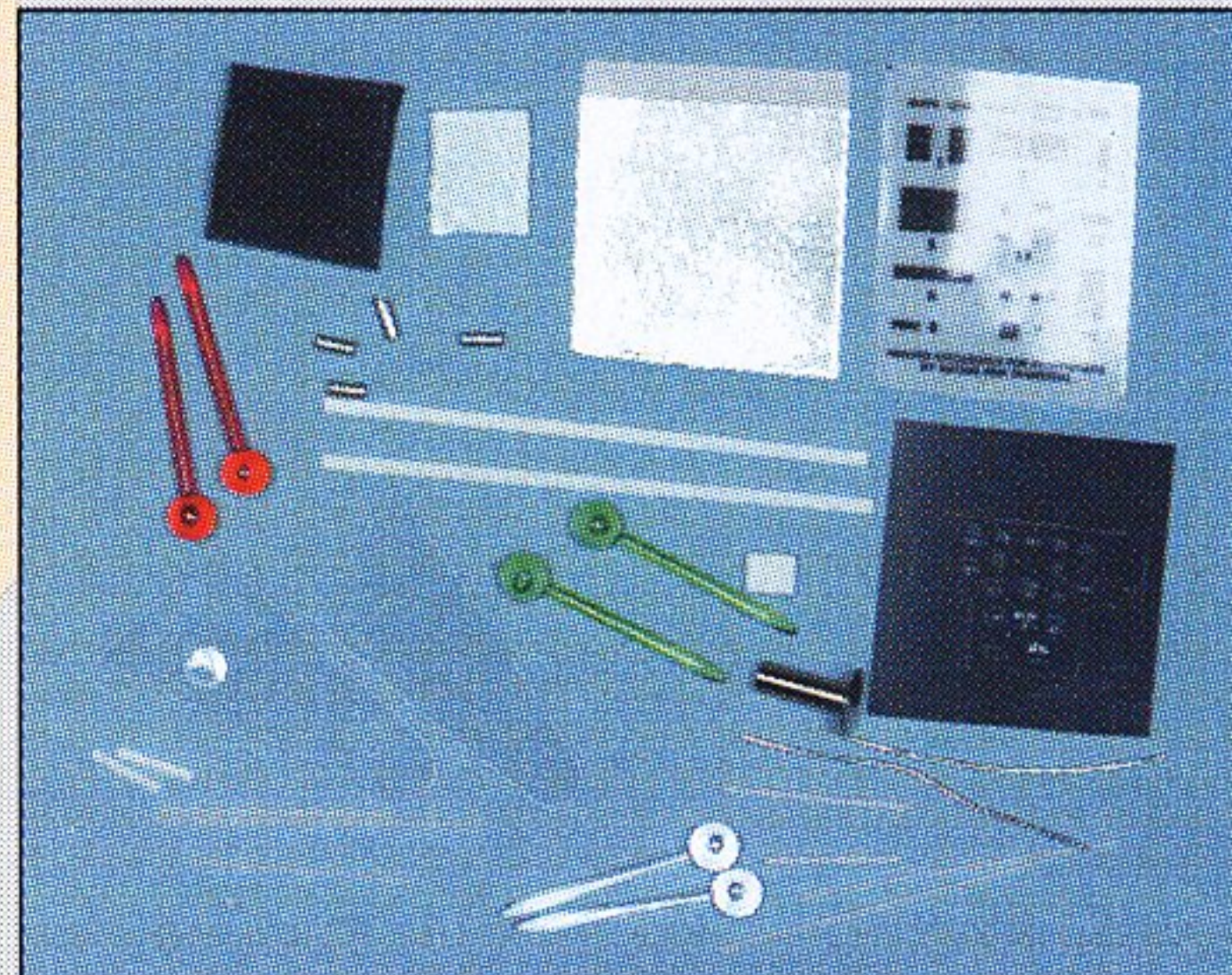
I annealed the etched fret before use over a gas flame as there was to be a fair bit of bending of parts but, be warned, the fret is very thin gauge brass, and the parts distort instantly



The rest of the pieces in this kit are also in resin. Here you can see the upper cowl, spinner, lower cowl and radiator unit, rudder, elevator and ailerons, cockpit floor, wheels, flaps and the drop tank



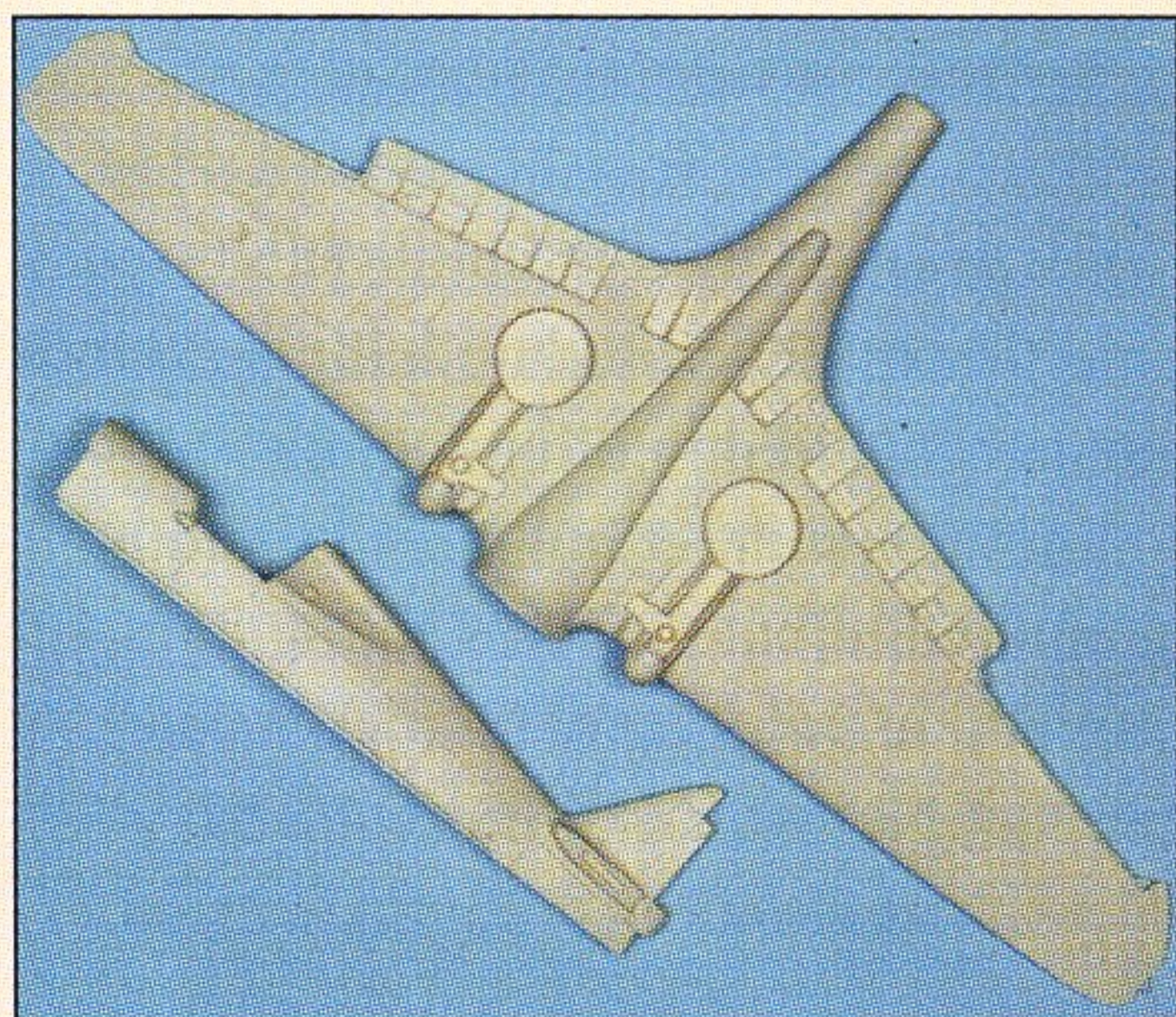
This is the etched brass fret. Note the canopy framing and the pilot's seat



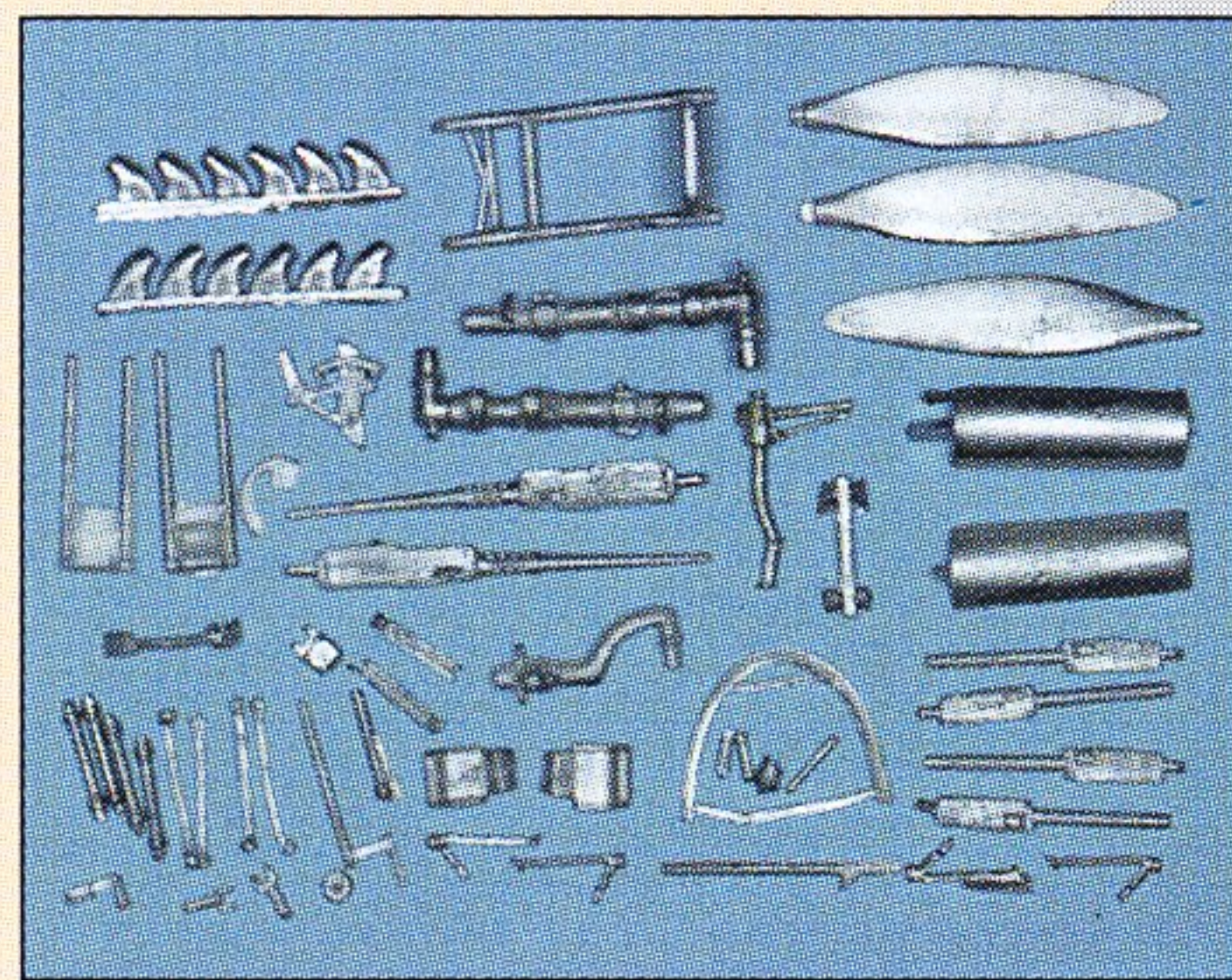
These are all the other bits and pieces included in the kit. The plastic pins are used to make the navigation and formation lights. Also visible are the cockpit placards which are supplied as rub-down transfers (made by Archer Fine Transfers). The rubber mat is to roll the etched gun barrels on and the metal stud is to mount the propeller on. Also included are plastic stock, the clear side windows and metal tubing for the gun barrels



Two large decal sheets are included with this kit. This allows you to make four AVG machines, a P-40 of the 78th Pursuit Sqn., 18th Pursuit Group, based at Pearl Harbour in December 1941 and a Tomahawk of No.112 Sqn., RAF, based in North Africa in September 1941. The quality of these decals is excellent with perfect register, colour density and a minimum of carrier film



The massive main components comprise the single piece wing unit, with excellent wheel well interiors and the fuselage, which is hollow cast to allow you to add all the interior detail



These are all the stunning metal parts. All of the machine guns are included, as well as the pilot's seat frame, control column, oleo legs, propeller blades and exhaust stacks

if they get too hot! I also primed the entire fret with Halfords acrylic grey primer before use.

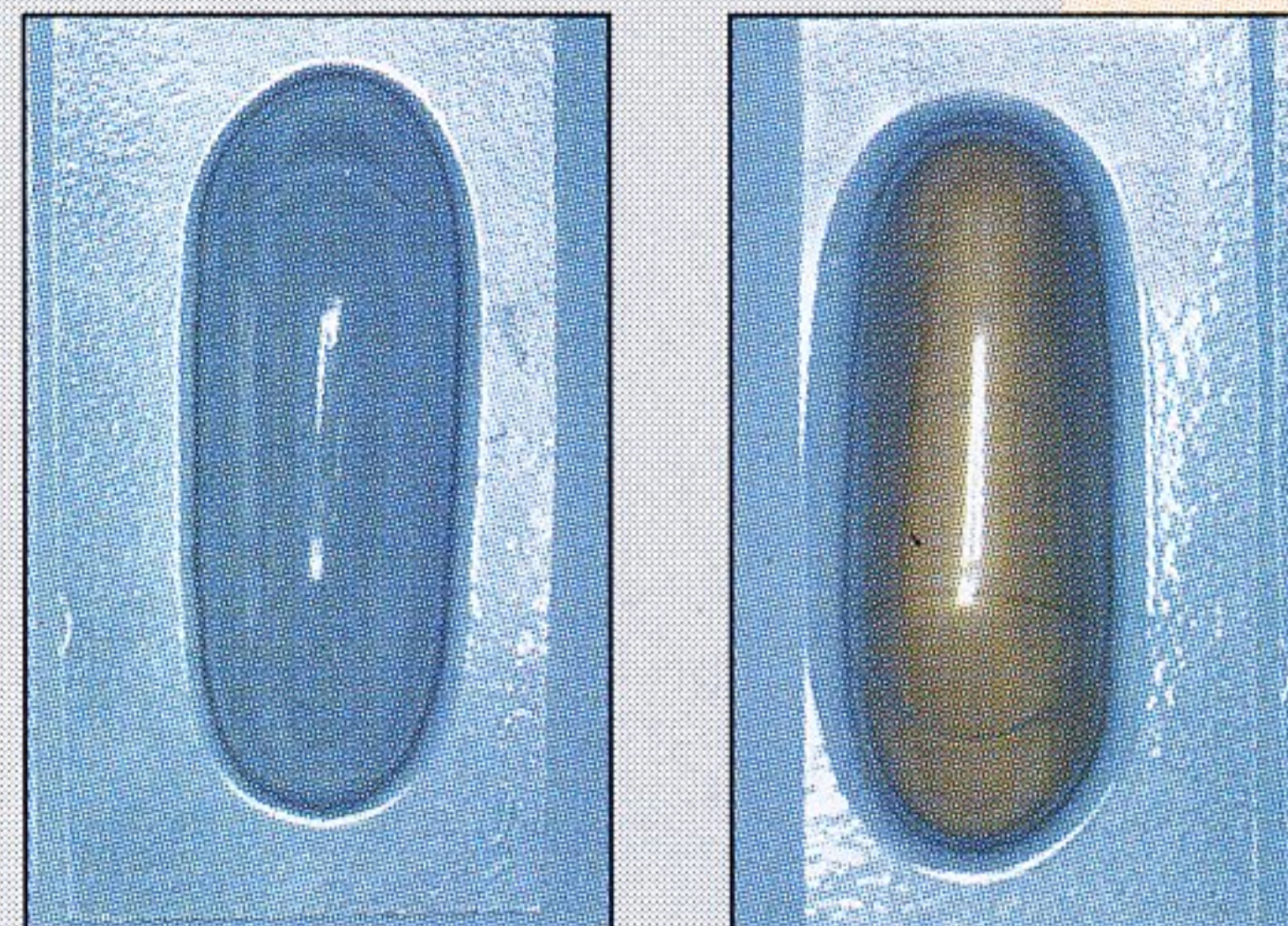
Any mixed-media kit of this complexity is going to demand a lot from the modeller, and this especially applies to parts fit; test-fitting, dry runs, trimming, filling and sanding are the order of the day.

The Nose

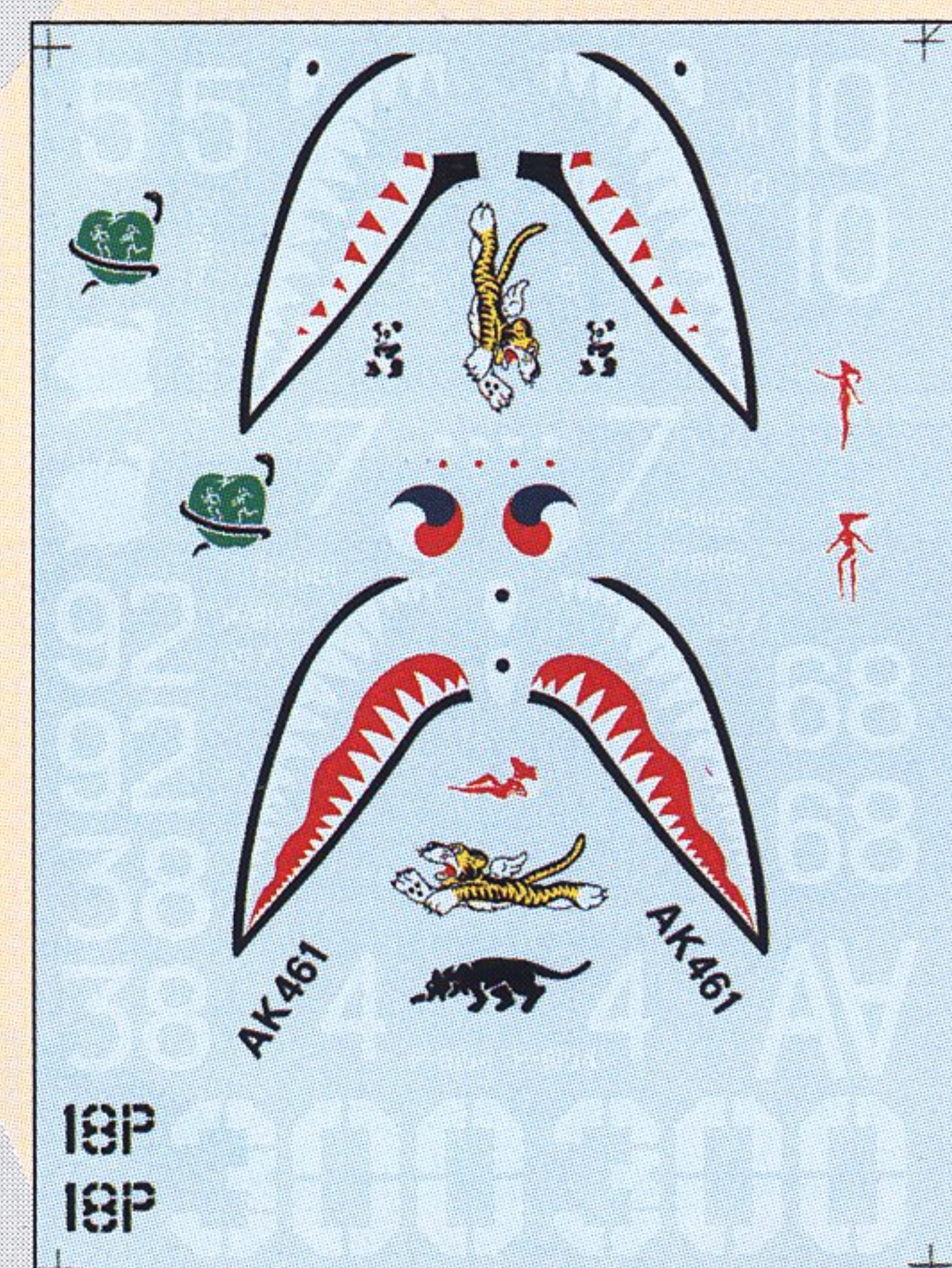
Well, it makes a change from starting with the cockpit, doesn't it? First off is the radiator/duct/cooling flaps assembly, all cast

list the drill bit sizes needed, in both Imperial and Metric sizes.

The white metal propeller blades are keyed to their locations on the resin spinner, and are thus assembled easily and accurately. The upper cowl now has its machine-gun barrels added, but I diverted from the instructions here and left the white metal exhausts until much later, their slots in the cowl sides were backed with plastic card, and their mounting plates shortened slightly to enable their fitment from the outside, rather than inside as intended.



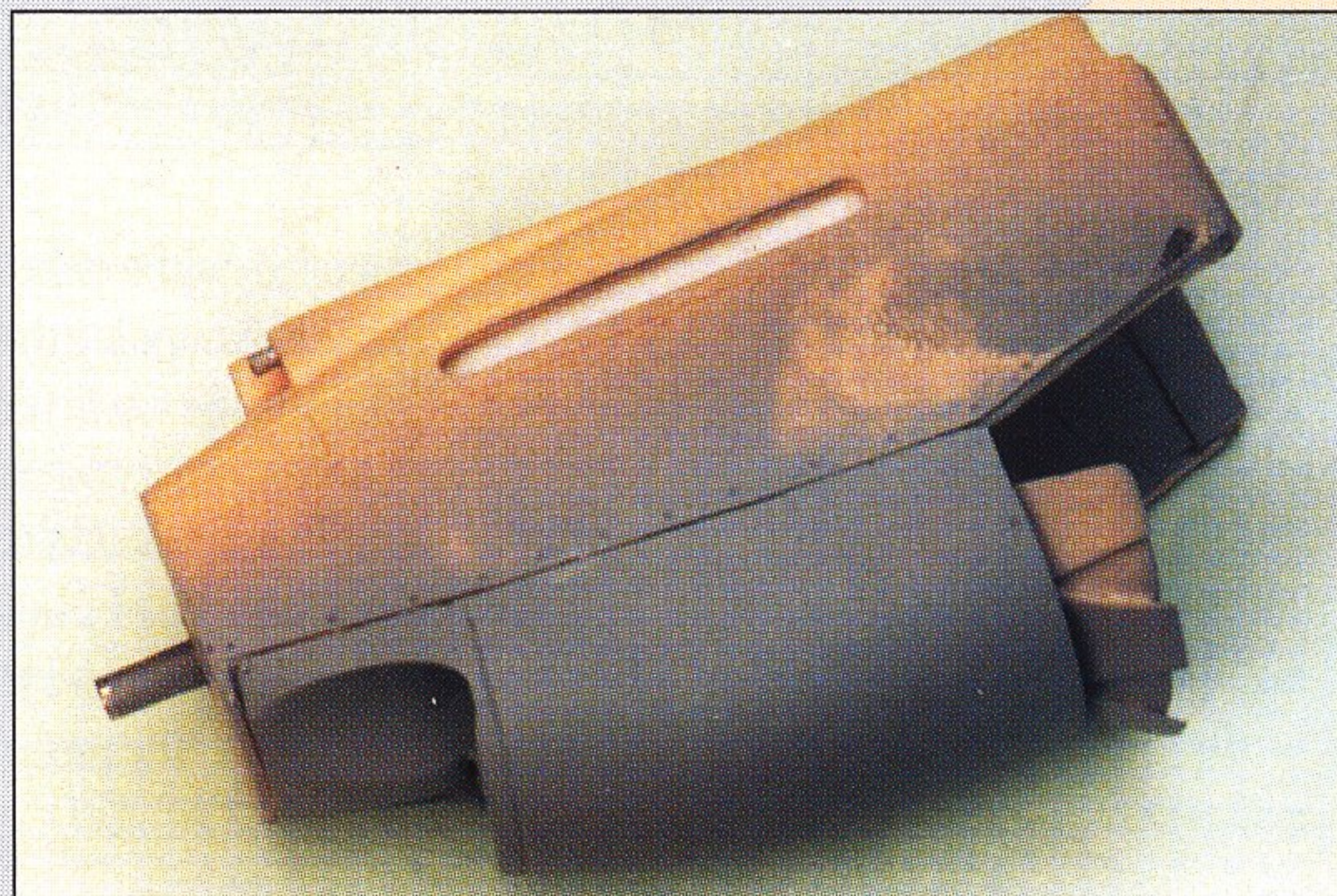
The vac-form canopy is offered in crystal clear plastic, with a spare included in case you get things wrong. The resin plug goes inside the unit and engraved lines on it allow you to accurately cut the canopy open. Once you have done this you will have to add the etched framework and although this will probably make a few people twitch, the quality of the parts (and the inclusion of a spare canopy!) will help you achieve this successfully



The cowling parts can now be brought together and, after a little trimming, I was able to get a good fit. The propeller assembly was painted separately and added at the end of the project.



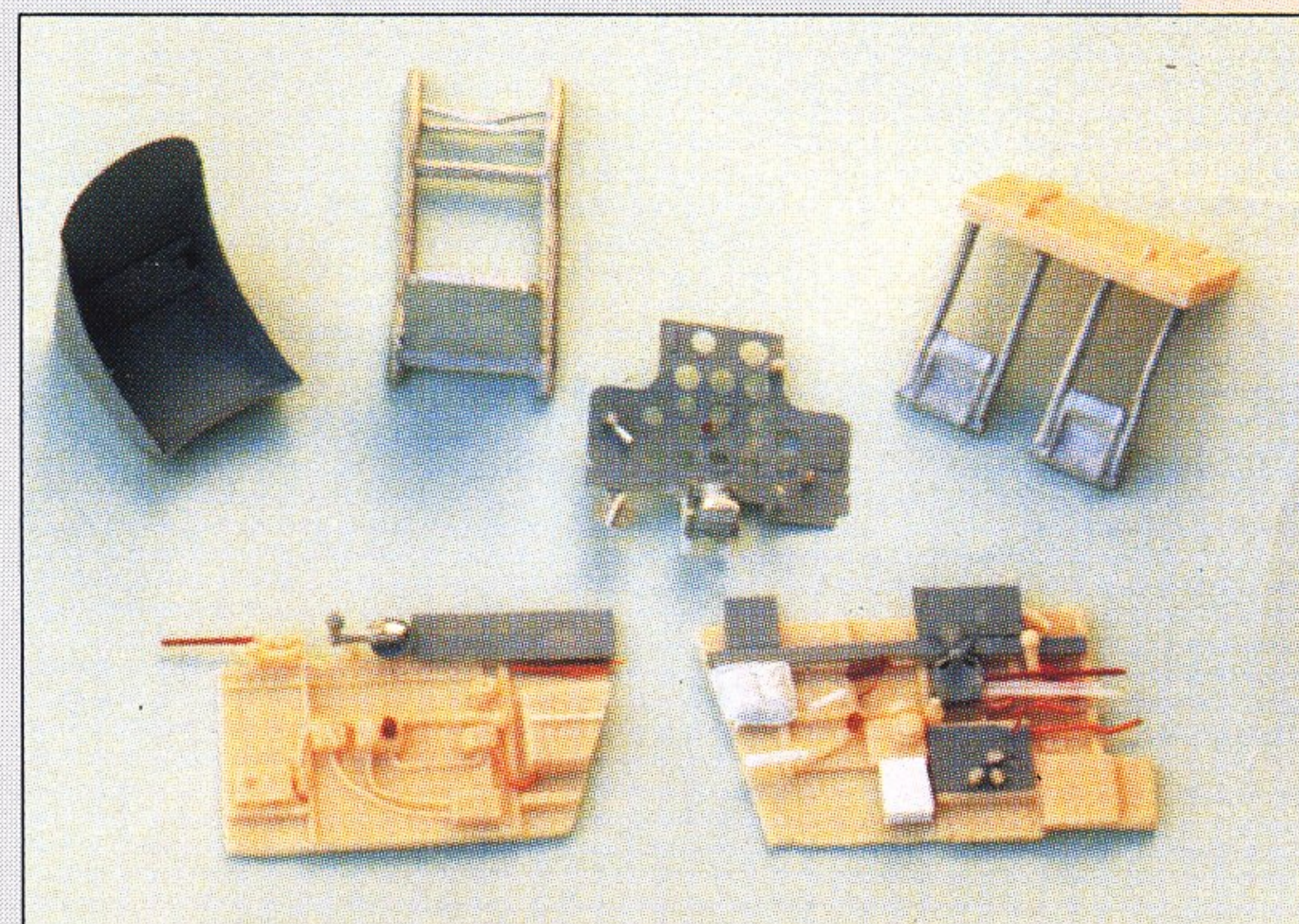
First stage, the nose assemblies. Note the filler needed to blend ducts into the lower cowl, and scratch-built cowl-flap operating linkages, soon to be removed...



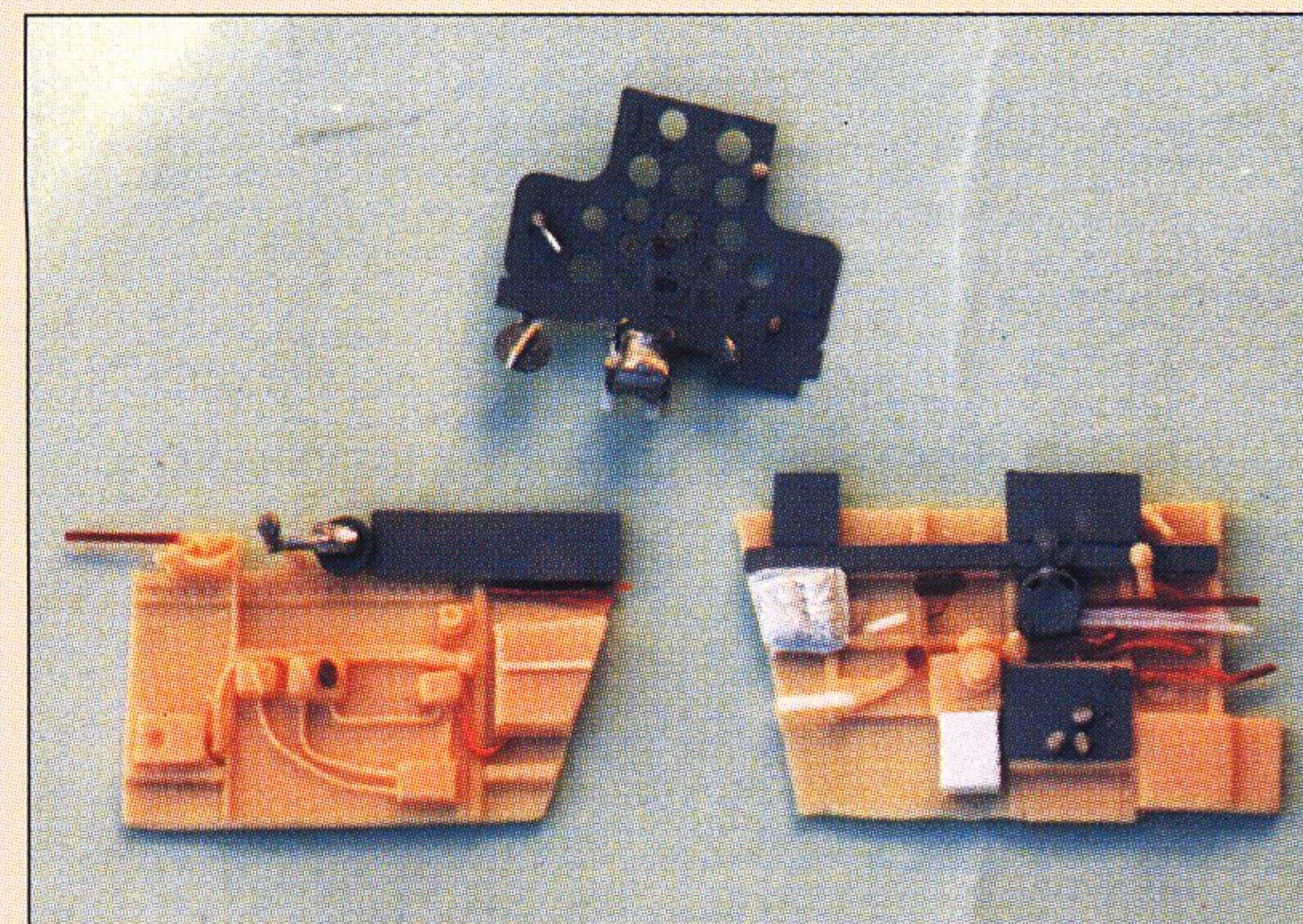
The completed nose assembly; note plastic-card backing for exhausts

in resin, which are assembled into the lower cowl casting, I hit a problem straight away here, as the duct casting was a poor fit to the lower cowl, needing a lot of trimming and filling to get a neat result. I pre-painted the Prestone radiators, referring to the Squadron/Signal P-40 Walk Around book, and painted the intake section of the lower cowl in the grey I would be using for the under-surface colour.

The rear of the spinner is drilled out now, ready to accept the supplied metal prop shaft; in fact, while I had the drill out I went through and drilled out all the various holes called out in the instructions. CraftWorks very helpfully



Assorted cockpit components, assembled and ready for painting



Closer look at the lovely sidewalls and instrument panel; my additions are obvious

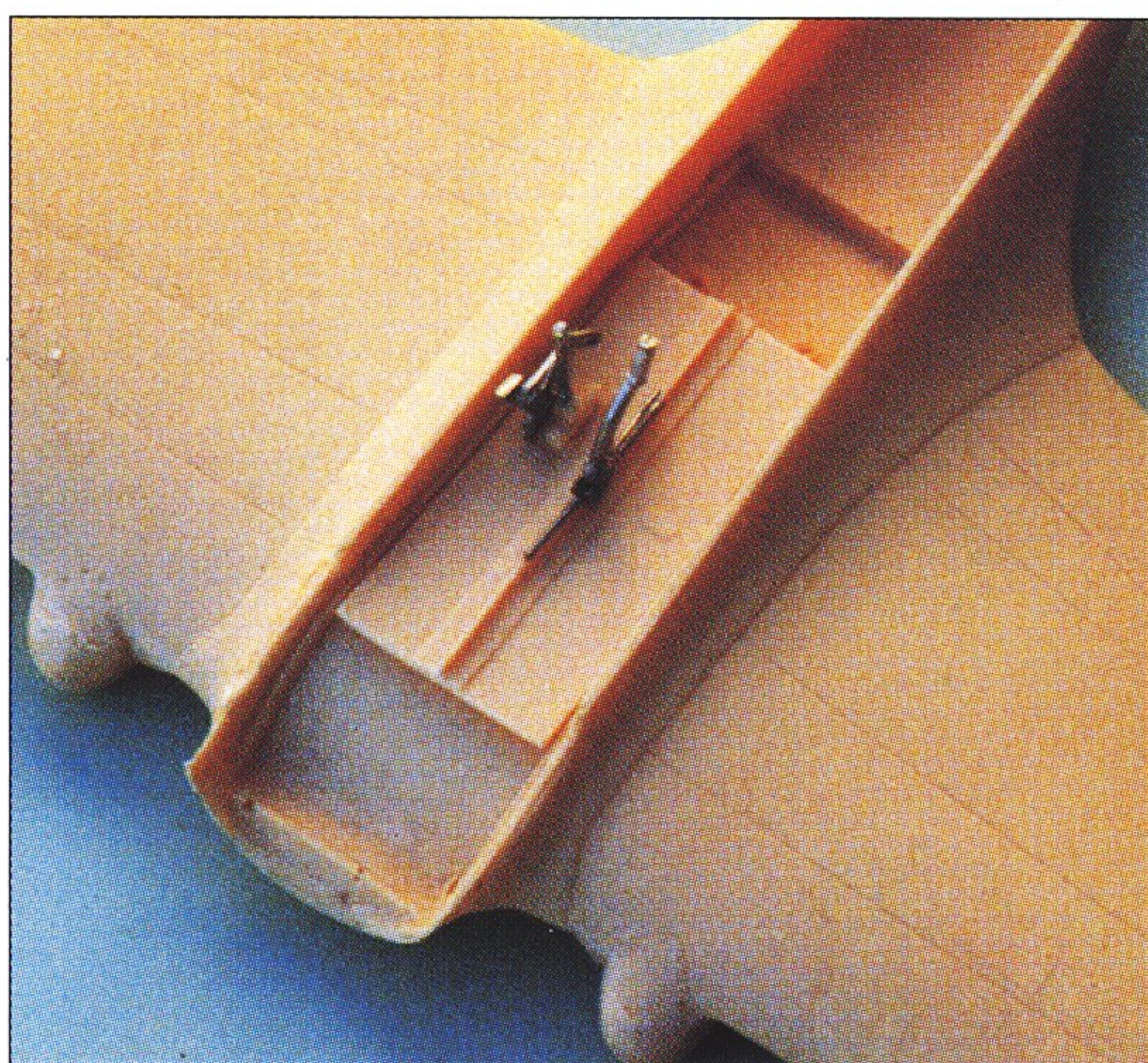
The Office

Now this was the bit I'd really been looking forward to! The supplied detail here is absolutely stunning, and as cockpits are my 'thing', I couldn't wait to get started!

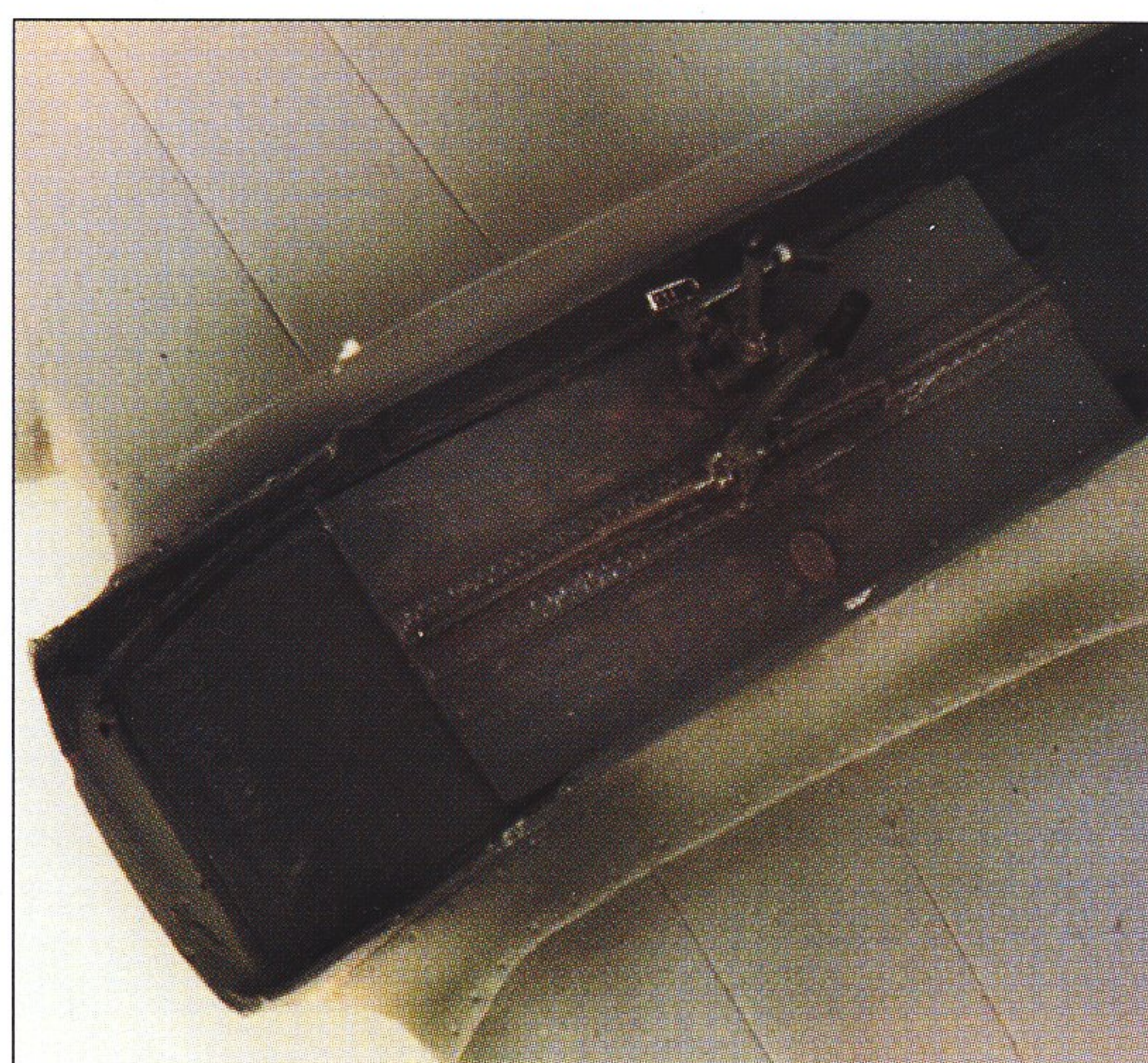
We start off by adding the etched pilot's armour to the one-piece upper/rear fuselage, before moving on to the cockpit itself. Resin sidewalls provide the basis, and include excellent, crisp, cast detail. The parts are too thick as cast, however, and need to have their backs sanded to get a good fit to the cockpit sides, I don't think I sanded mine enough though, as they are still a little proud. To these

are added various etched and plastic details, including the superb placards. These are made up by applying the dry transfers to the silver foil, then cut out and applied; they really do look good, and one can even read the 'Curtiss' logo on one of them! I added a few bits of extra wiring, etc. from wire stock, referring to the photos and drawings in the excellent MBI book 'Curtiss P-40'. I found that a couple of the etched panels were slightly too long, and had to be trimmed to fit.

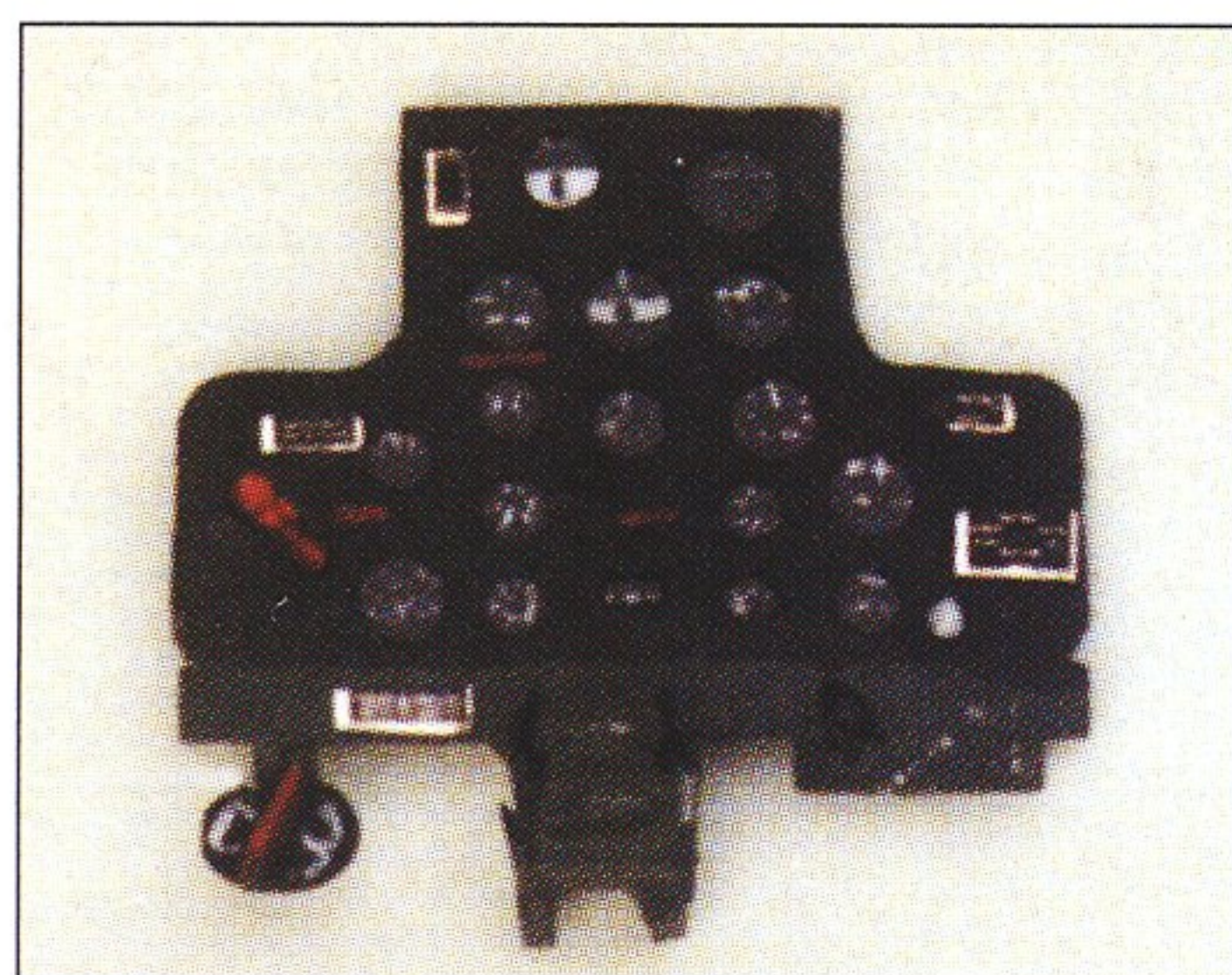
Now then, interior colours.... according to CraftWorks, the AVG machines were painted RAF grey-green inside, since they were originally part of an RAF order. However, I could find no definitive evidence for this colour in any of the references I was using, and I suspect Curtiss would have painted the



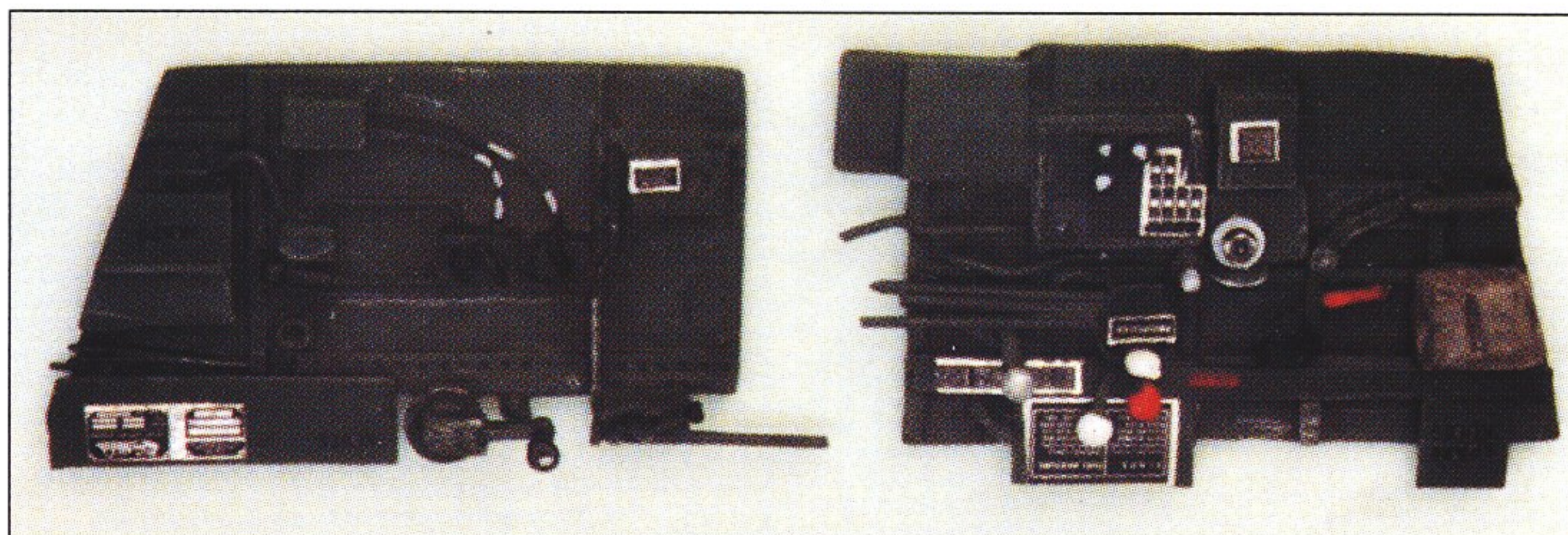
Cockpit floor, prior to painting...



...and painted and weathered



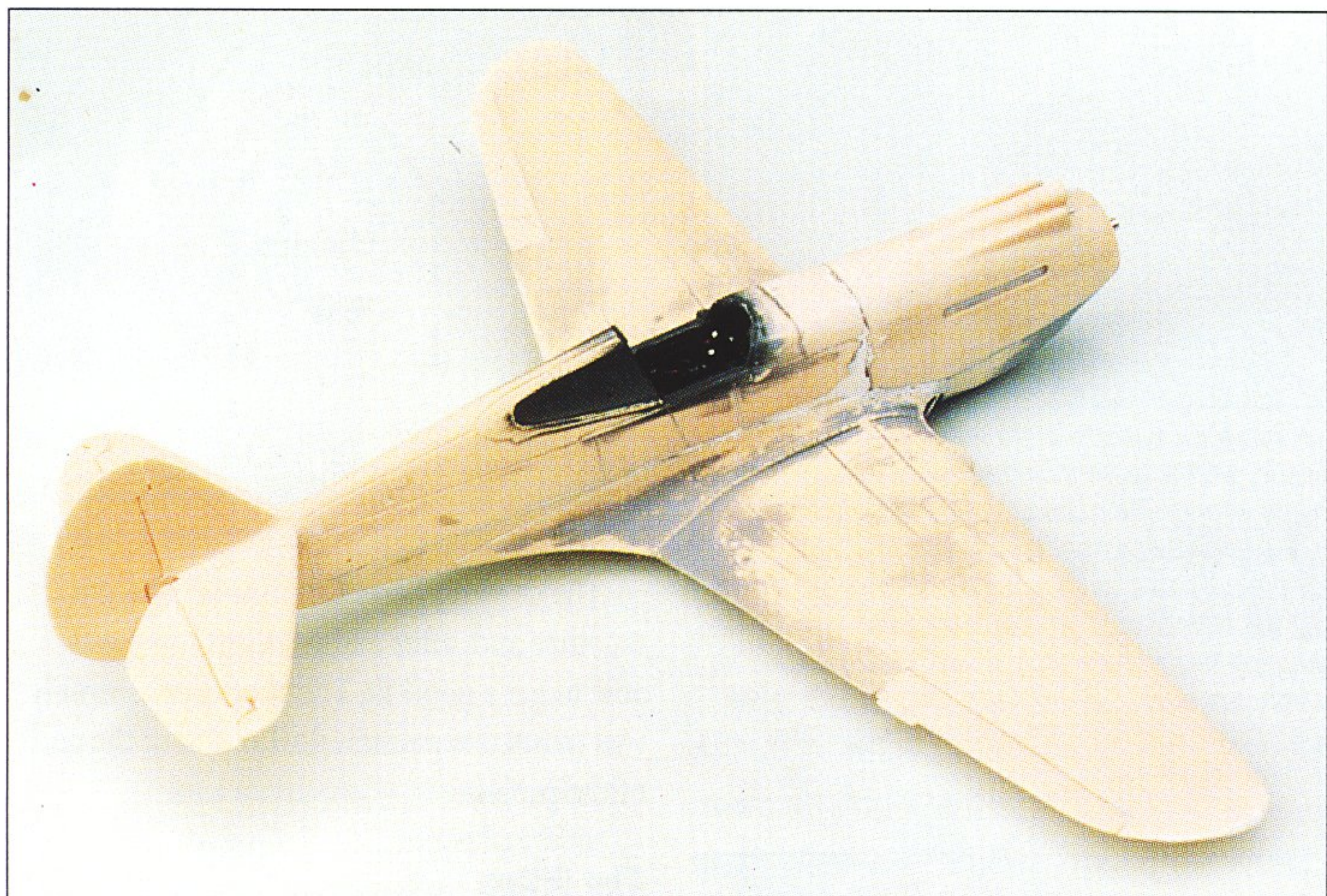
Completed instrument panel



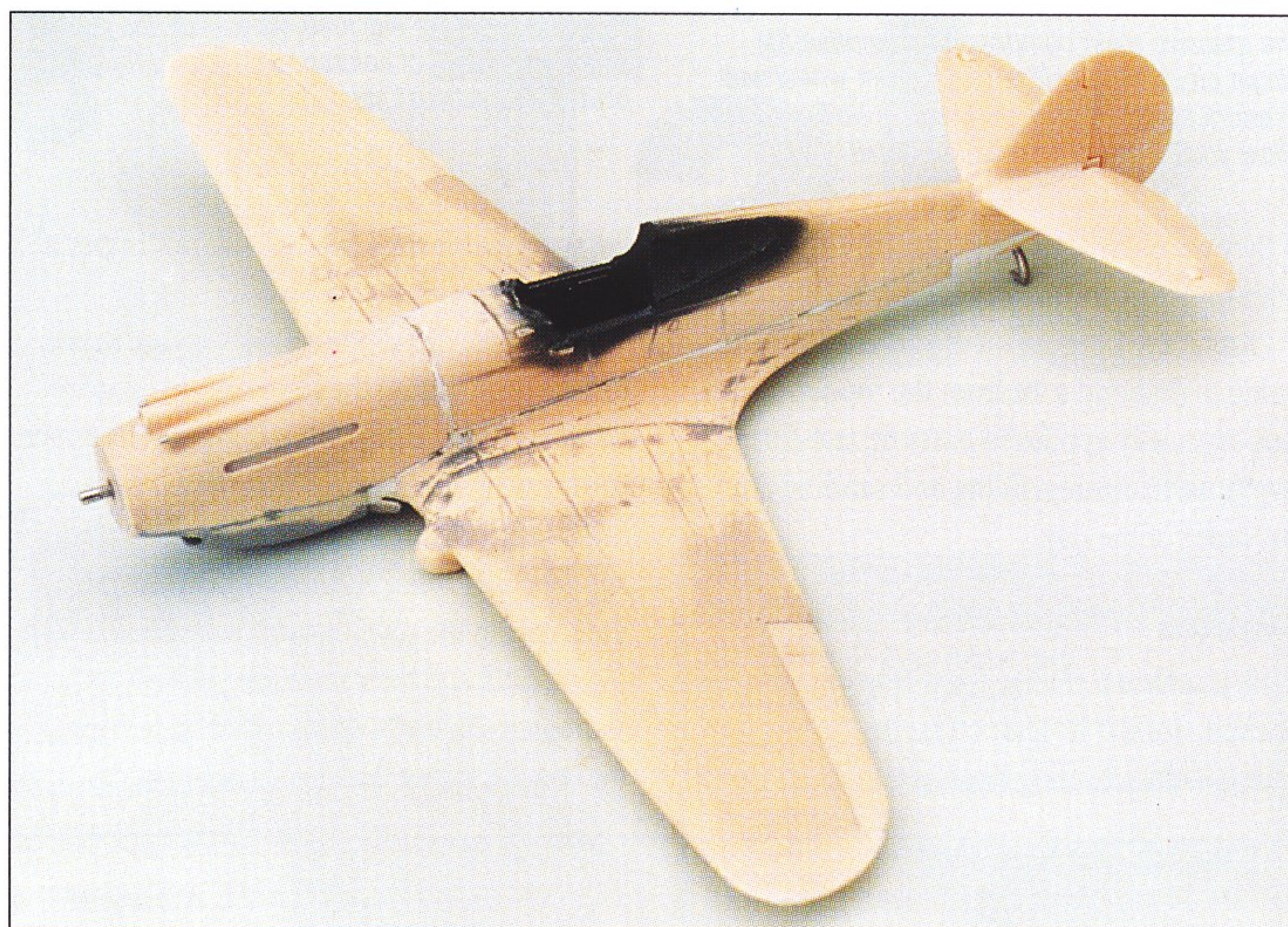
Painted and weathered side walls; note Curtiss logo on starboard panel!

backed the panel with white plastic card, sandwiching the acetate film between. This gave it more rigidity, which helped when it came to inserting it, attached to the gun-mounting platform, into the fuselage.

The white metal .50 cal nose guns are nicely detailed, but sadly they almost disappear in the gloom of the cockpit once everything is assembled! The completed sidewalls are glued into the cockpit interior,

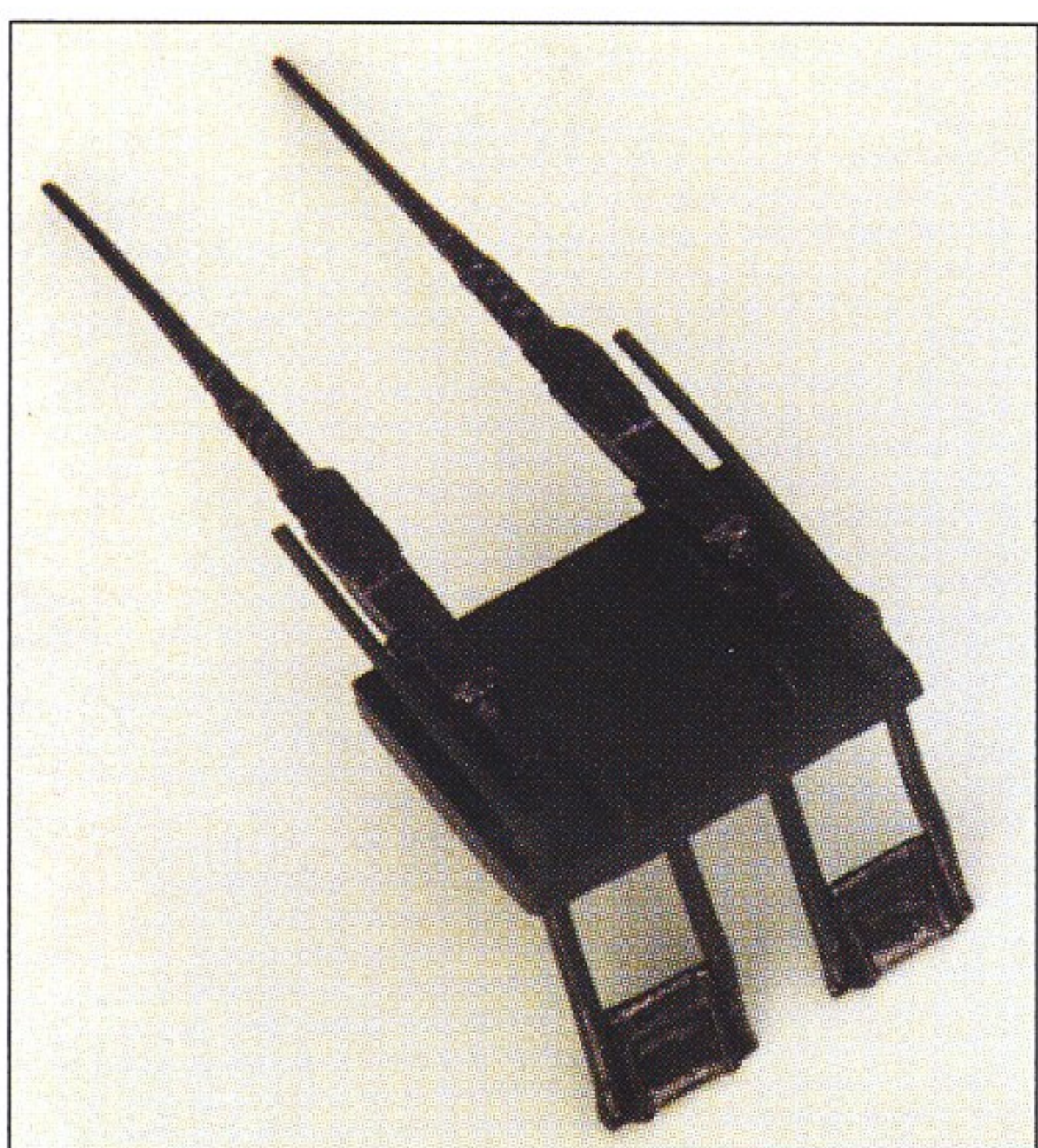


The airframe assembled



interiors in their standard interior green, which was more of a bronze green than the standard US Interior Green. Accordingly, I used Humbrol 75, lightened with a touch of yellow, as my interpretation of this colour. I must stress that this is pure speculation on my part, and if any readers have the definitive answer then please get in touch, via the Editorial address!

I applied a coat of Halfords grey primer to the cockpit parts, then sprayed on my 'Curtiss' mix. I intended to weather the model heavily, in keeping with contemporary photos, so this had to include the cockpit. To this end, I applied a wash of ground black and brown pastel, dissolved in water, removing the excess



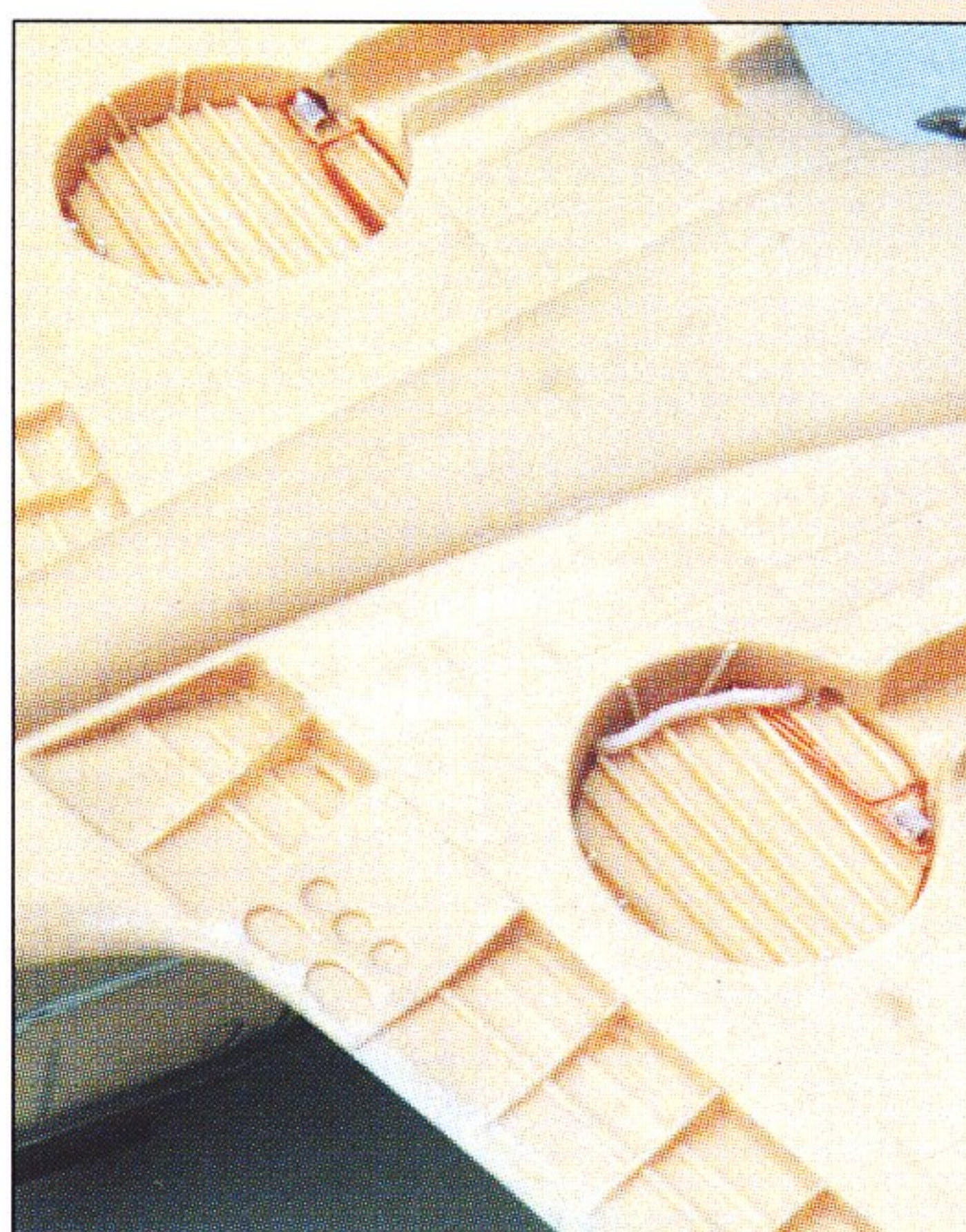
The .50 Cal guns and rudder pedal assembly

when dry with a cotton bud. A lighter shade of the interior colour was then dry-brushed over the parts; wear on the metal parts was simulated with an artists' silver pencil.

The cockpit floor components were built up, painted and weathered at this stage, and added to the upper wing. The pilot's seat appears to have been left unpainted, so was primed and sprayed Humbrol Metalcote Matt Aluminium. Weathering with pastels toned down the brightness here. The lap straps are

supplied on the etched fret, and I enhanced these by wrapping them in masking tape to simulate the fabric texture before painting. The seat and its frame are added towards the end of construction. The instrument panel is a very nice etched item, which has various switches, levers and so on added to it from the etched fret. The metal is very thin and I

then the complex instrument panel/rudder pedals/gun assembly is inserted through the front of the fuselage. This was very tricky, not helped by some warpage in the resin fuselage, which made the fit extremely tight! However, wedging the sides of the forward fuselage apart temporarily helped and after numerous dry runs it was all where it was meant to be...



Extra detailing in the wheel wells; note strengthened undercarriage locations

A Tiger Takes Shape

I had earlier noticed that the one-piece resin wing had been cast with insufficient dihedral, and that the fin and rear upper fuselage were warped out of true. However, I'd decided to try and correct these areas once the main airframe was together, so that I could true everything up at the same time.

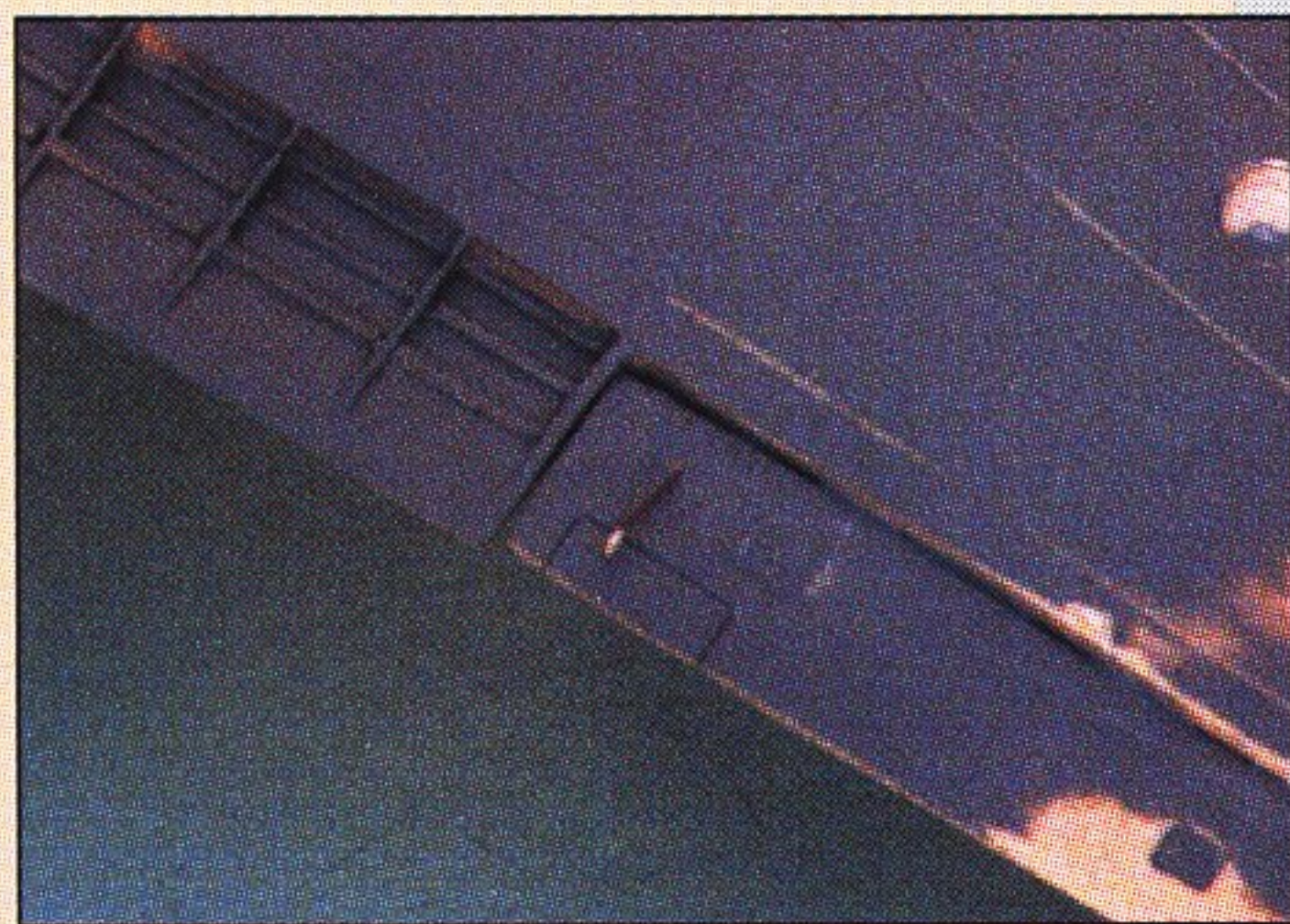
Accordingly, after some trimming and lots of dry runs, the wings, main fuselage section and lower fuselage section were now brought together. I also added the completed nose section from the first stage, and found that my carefully constructed cowl-flap linkages fouled the joint! Ah well, at least I tried. A simplified version was added later... CraftWork would have you adding little fillets to the forward wing roots at this stage, to fill a gap due,

presumably, to moulding limitations. They suggest using spare etched brass, but I found I could get a neat job with Milliput. The fit of these major components was none too good, and I spent a good deal of time filling and sanding at this stage. Milliput was used where extensive work was necessary, notably around the lower tail and the nose-to-fuselage joints, Revell Plasto and Tippex sufficing for the rest.

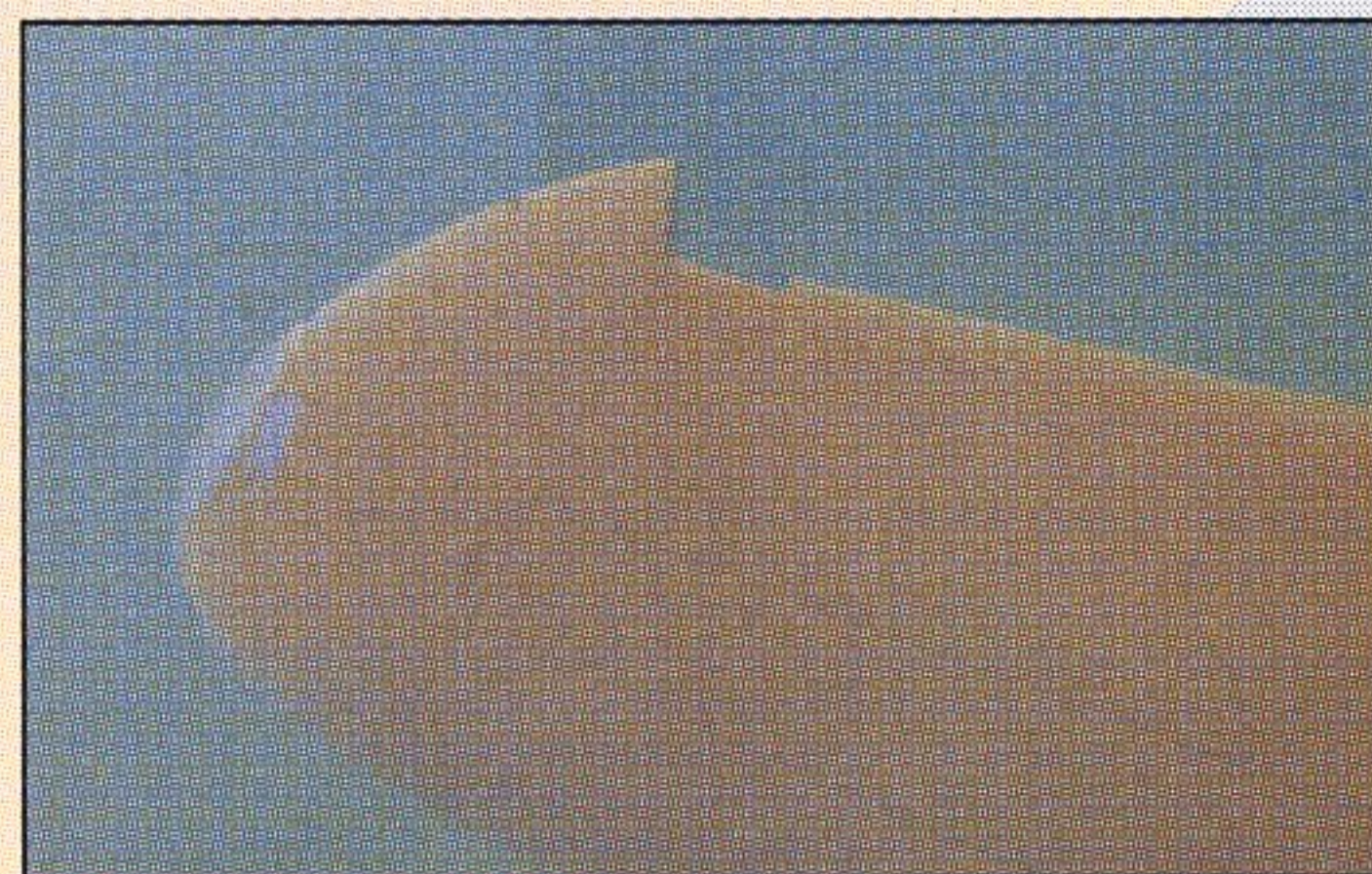
In view of the work required at this stage, I applied a coat of primer after the initial filling and sanding, remedied the remaining defects, then rescribed the detail lost through sanding before priming again.

So, what about the warped bits? Ah, the warped bits... Bear in mind that the one piece wing is a very substantial lump of resin; dipping it in hot water simply produced curly wing tips (I kid you not), as well as separating my lovingly crafted repairs (again!). A hair drier was then brought to bear, again with little effect, although I think I might have improved the dihedral by a degree or so... A reviewer in another magazine achieved his improved dihedral with a hot air paint stripper, but for me, discretion was certainly the better part of valour, and I left it at that. Worse was to come, however. In my efforts to straighten the fin/rear fuselage, again using

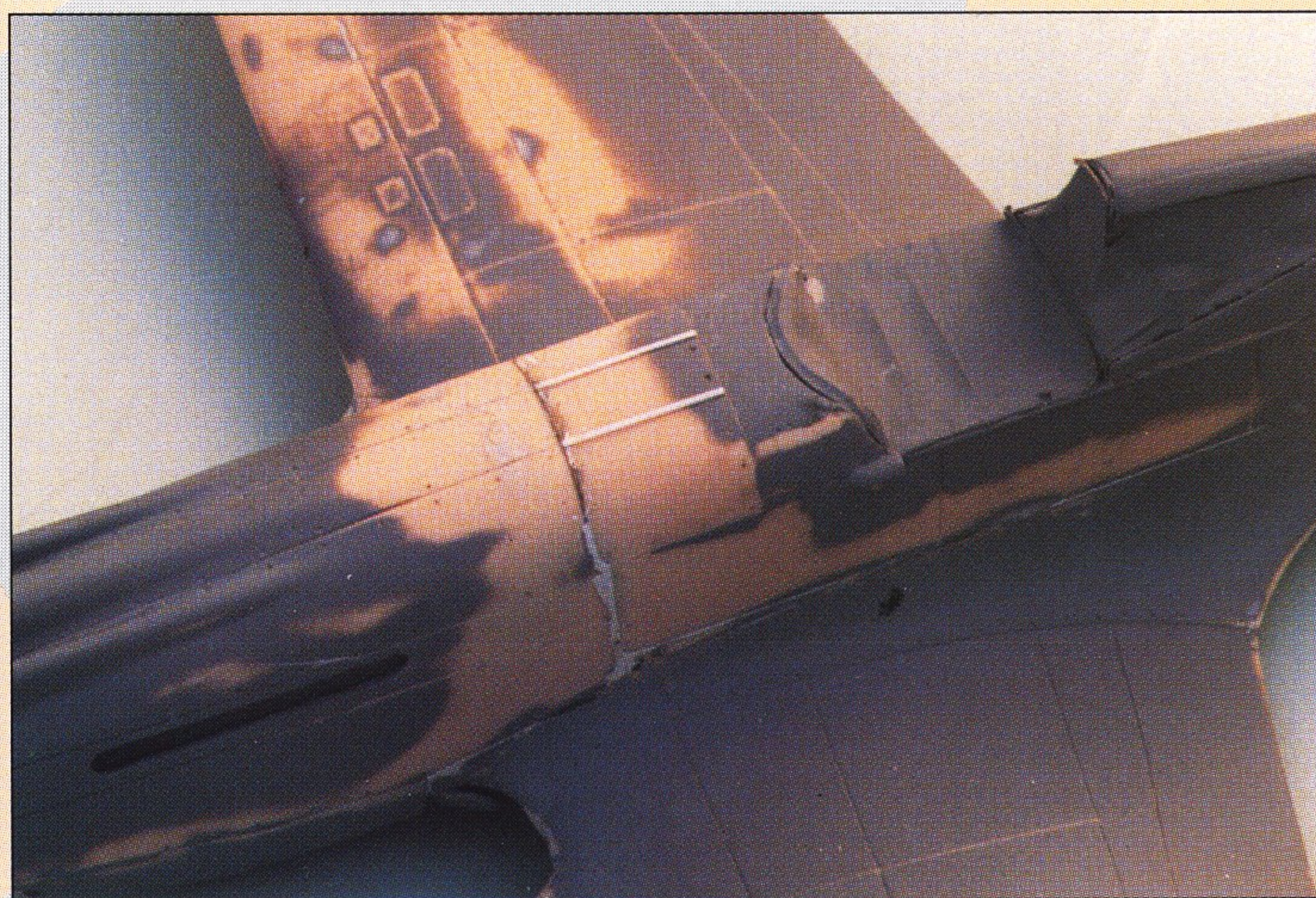
to this project, the pack contains a scholarly review of the research into AVG colours, written by Terrill J. Clements, and including a comprehensive list of sources to back his conclusions. Colour side views and two pages of contemporary colour photos of AVG aircraft make this a 'one-stop' reference, and I had no



Actuating rod added to port aileron trim tab; this was rescribed from the kit's fixed tab



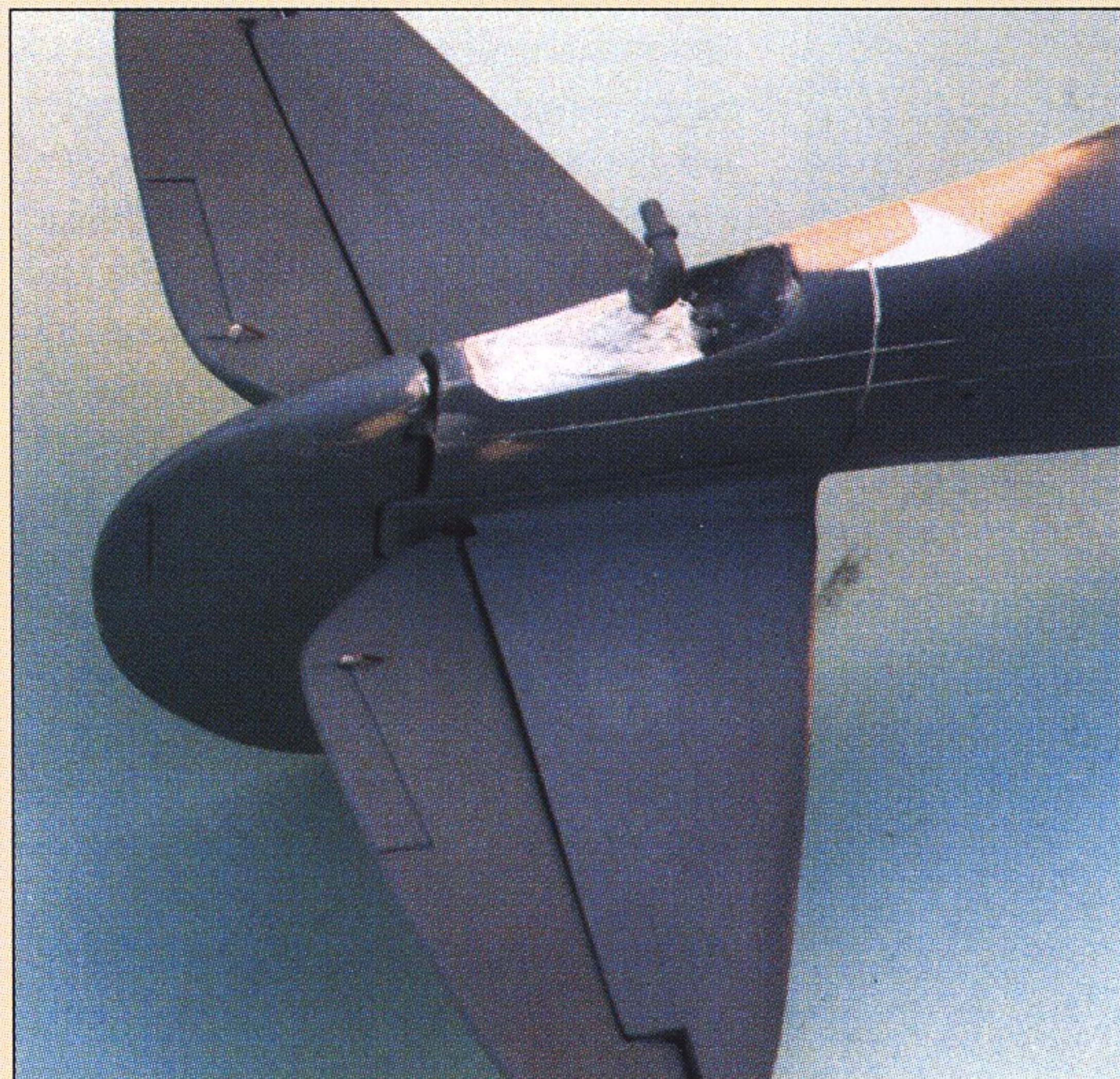
Not terribly clear, but this is one wing tip repair



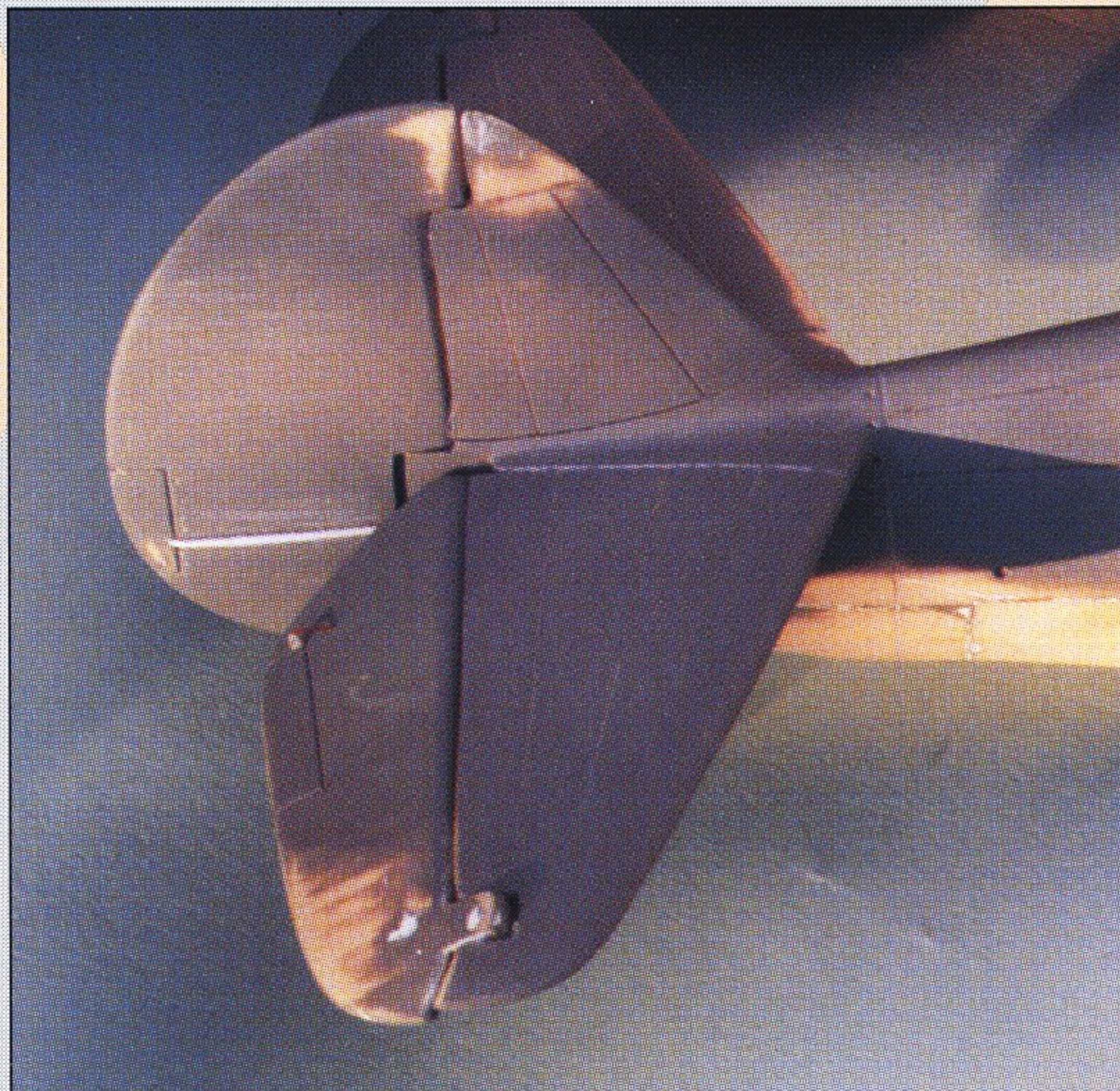
After the first coat of primer, all joint work done, strengthening ribs replaced with plastic strip

Dark Green is a rather different, darker shade. The underside colour should have been Sky, but it appears that at some point this was taken to mean Sky Grey, hence the grey undersides on these aircraft. The colours I used were Dark Earth (Xtracolor X2), Dark Green (Xtracolor X114) on the upper surfaces and Aircraft Gray (Xtracolor X138) on the undersides, all matched to the AeroMaster reference material.

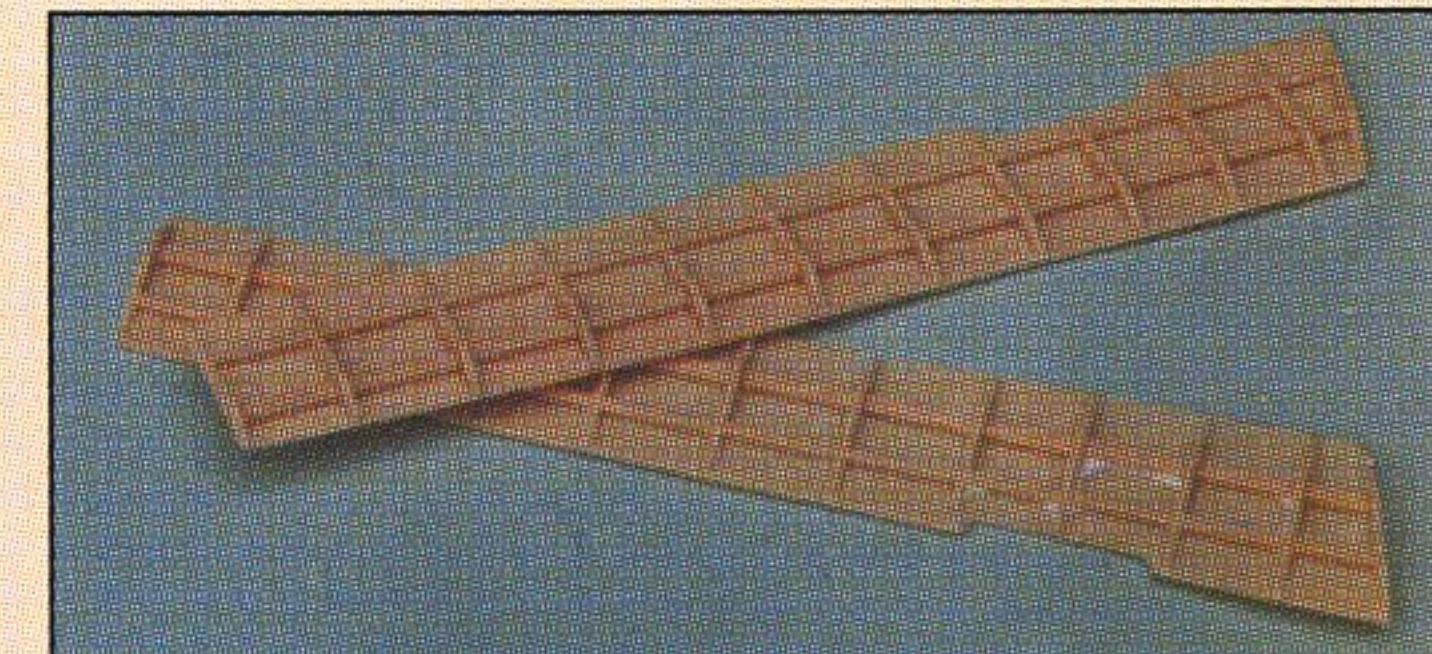
Curtiss used masks and mats when spraying the camouflage, and I replicated this by laying Parafilm M over the upper-surfaces, stretched tight, then cutting the pattern out using a new No.11 blade. I used a compass cutter to mask out the areas on the upper wings where the RAF roundels had been sprayed out. While this system had the desired effect of producing a nice, sharp demarcation between the



Elevator trim-tab actuators added. Milliput represents canvas dustcover



More trim-tabs on the rudder and elevators



The separate flaps; these needed sanding to reduce their thickness

the recommended hot water method, the entire assembly exploded into its component parts, pieces of superdetailed cockpit being thrown all over the kitchen! I'm told the screams could be heard several streets away! Miraculously, nothing was lost or seriously damaged, and having straightened the fin I glued it all back together again. The tailplanes and (separate) control surfaces could now be added. I drilled right through the rear fuselage and inserted a short length of plastic tubing, fitted to matching holes in the elevators, rather than using two shorter lengths of aluminium tube as suggested in the instructions.

Following the kit's construction sequence, and having completed all filling, sanding and re-scribing, it was now time to paint.

The Tiger's Stripes

AVG colours have been the subject of discussion and controversy among aviation historians and modellers for many years. However, I had to hand what may well be the final word on the subject, namely AeroMaster's superb decal set 'American Volunteer Group. The First American Aces' (SP48-07). Although the decals themselves were obviously unsuited

hesitation in using this set as my main reference for colours and markings.

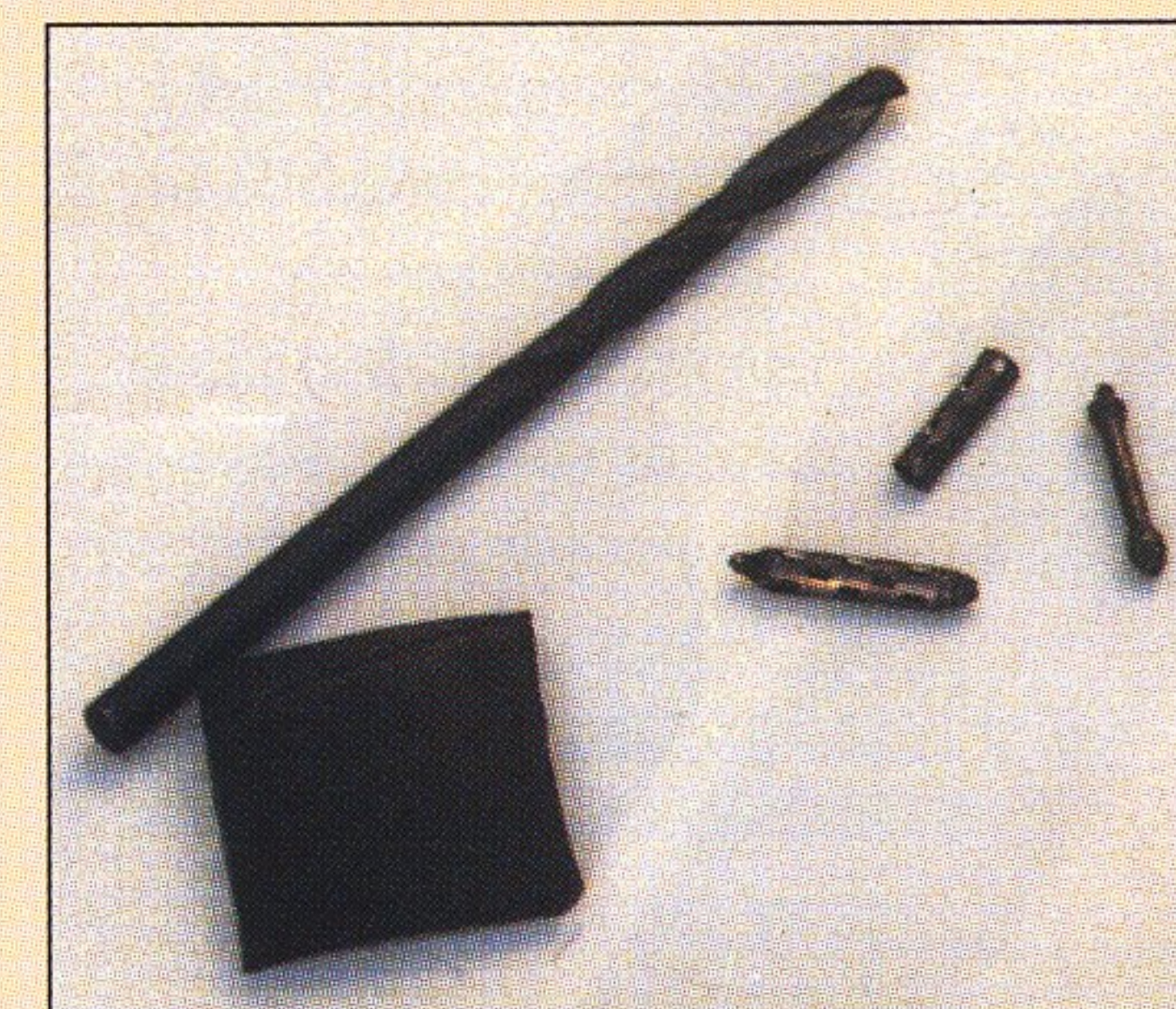
By contrast, CraftWorks' colours and markings diagrams are the weakest part of their instructions, with indifferent drawings and little information on accurate decal placement.

Essentially, Curtiss used DuPont paints, matched as closely as possible to the RAF standards; thus the DuPont Dark Earth is virtually identical to the RAF shade, while their

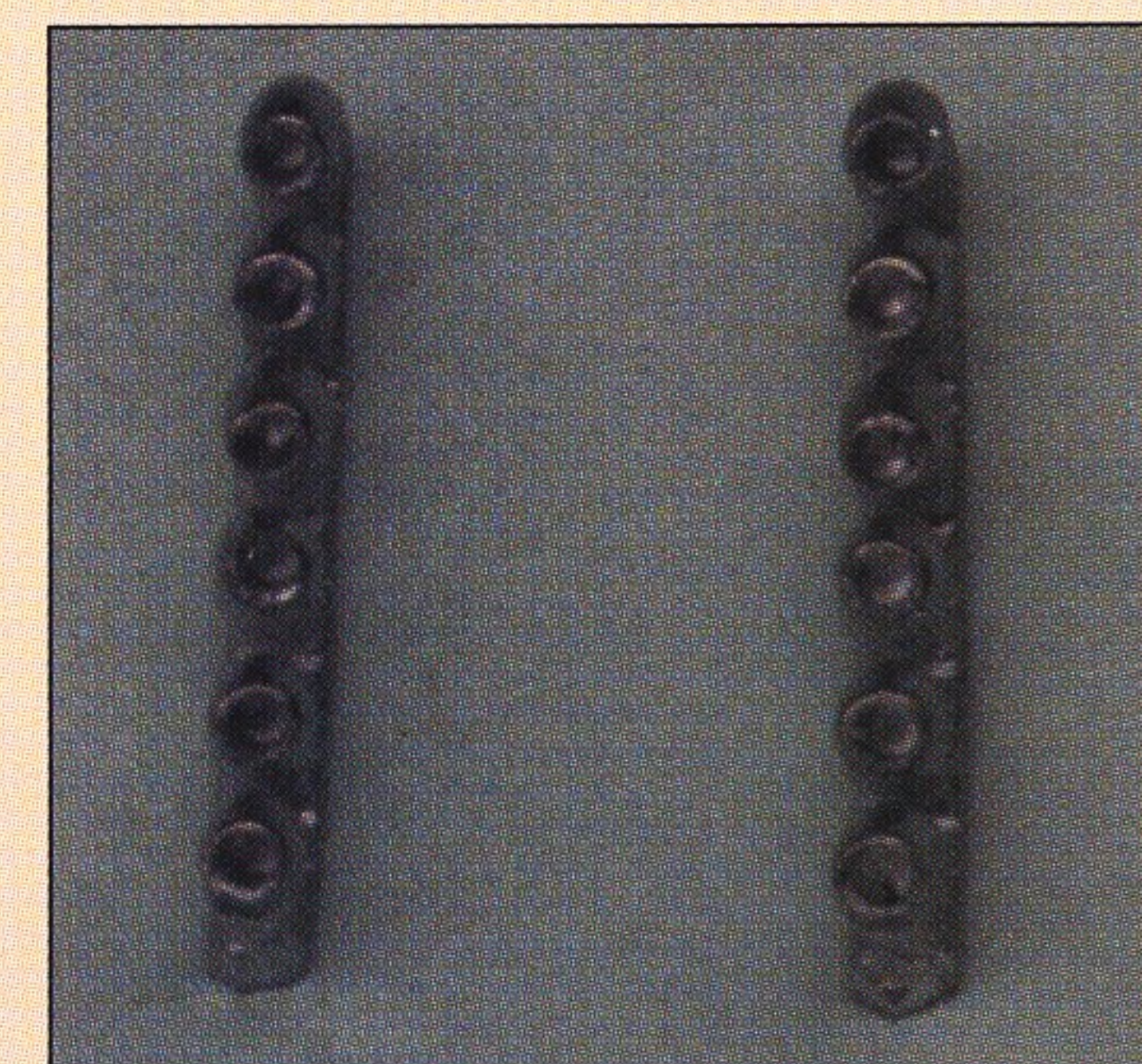
A coat of Halfords Nissan Silver was applied to the wing root areas for later weathering, then the top colours applied. The original DuPont Dark Earth shade weathered badly, ending up as a sort of 'Sandy Earth'. To this end, I lightened the Xtracolor shade with some white before spraying the entire upper surfaces and spinner. Once dry, the upper surfaces were masked up for the camouflage pattern to be completed with the Dark Green.



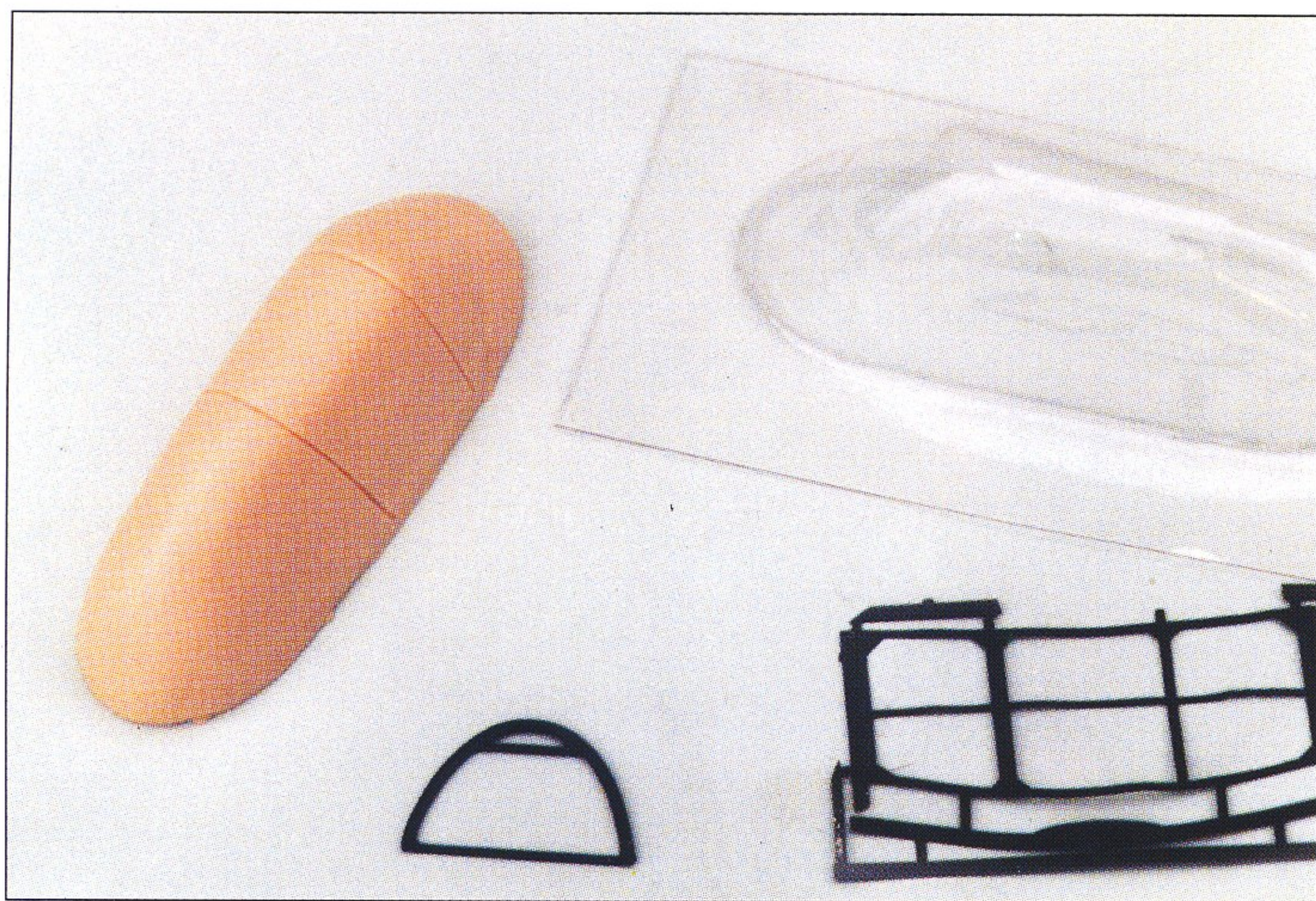
Some of the undercarriage components



All you need to make perfect wing guns!



The white metal exhausts have been drilled out further to improve them



Canopy components: resin 'form' to left, etched framing bottom right

Squadron, AVG, before I applied the main colours, to make masking nice and easy, but, well, I forgot! I had a nice tricky masking job afterwards, though, using Humbrol 153 as a good match for the AVG red.

Markings

I'd chosen aircraft #68, flown by Charles Older, as the subject for my model, not least because I had good colour photos of it, and it carried all the most colourful AVG markings!

CraftWorks' decal sheet is beautifully printed, with all the images in perfect register and good colour density. However, there are some errors in the AVG markings. First, the distinctive 'sharkmouth', every aircraft's design was different, thus the decal sheet really has to offer four different AVG sharkmouths, plus one for the RAF 112 Sqn. machine. What you get, however, is two, one for the AVG and one for the RAF! I had to choose the design which seemed closest to my references for #68, but it's far from a perfect match. In the same area, the 'eyes' should have red 'pupils' not black as supplied, although over-painting them is straightforward enough. Next, most AVG pilots had their name painted on their aircraft, just forward of the windscreen on the port side, Older being no exception, but this image is not on the kit

sheet, leaving the modeller to make up their own, as I did.

The Disney-supplied 'Flying Tiger' images are well reproduced, but should have pale blue, not white, wings; again, over-painting sorts this out. As an aside, these were decals on the real aircraft, and, once applied, brushed over with a glossy varnish to seal them to the surface, thus darkening the surrounding paint, I represented this effect by brushing a coat or two of Tamiya Smoke over the images on the model. At the time aircraft #68 was photographed in the AeroMaster reference, Older had ten 'kills' painted on his aircraft, but the kit sheet supplies just four, I'll add some more to my model just as soon as I can find some.... No stencils are supplied, and indeed it seems

the only stencils on the AVG's aircraft were four 'No Step' markings on the wings. These appear to have been stickers or decals, and were a different colour to the rest of the airframe, possibly Olive Drab. I made these up



Cockpit of the finished 'Tiger', note 'No Step' 'decal' on port flap area, convincing appearance of wing guns, oversized cockpit sidewalls

by applying Verlinden rub-down decals onto pre-painted decal sheet. Finally, on a nit-picking level, #68's serial, P-8109, doesn't actually appear as such on the sheet, and I had to make it up by cutting up the serials that were supplied.

A Shabby Tiger

The AVG were at the end of a long, tenuous supply line, and were in almost continuous use in all weathers. This is reflected in their highly weathered appearance in contemporary photos, and I attempted to reproduce this on the model. The 'faded' Dark Earth I'd sprayed on looked rather too pale in the cold light of day, so I over-sprayed the entire upper-surfaces with Tamiya Smoke in a fairly random pattern. This had the double benefit of darkening the colours and producing a randomly weathered appearance. I'd intended to use Sellotape to rip off selected areas of the wing root paint, thus revealing the Nissan Silver underneath, but the over-spray of Tamiya Smoke made this impossible, it's tough stuff and would not be lifted by the tape! I resorted to gently sanding



Painting stage one; that 'faded' Dark Earth is just too light!

back to the 'metal', which also produced a nice worn effect to the surrounding paintwork. Numerous small scratches and chips were applied with an artist's silver pencil, then a heavy pastel wash applied over the entire model, worked well into all the surface detail, and the excess rubbed off when dry. Next, exhaust and cordite stains were applied, using Xtracolor 'Exhaust', and oil and fuel stains were simulated, using thinned gloss black paint.

The spinner was sprayed in two shades of Dark Earth, the rear half appearing darker in photos due to oil staining from the pitch change mechanism.

Finally, brown powdered pastel was brushed onto the wing roots.

This completed the paint job, now for the really tricky stuff!

Tiger Feet

The white metal undercarriage parts make up into convincing replicas, and look very good indeed once the supplied data plates and brake hoses are installed. The mounting holes for the main legs are really not up to the job though, and I reinforced them with plastic tubing.



Underside view; although RAF roundels were over-painted on AVG aircraft, this was usually undetectable

The main wheels are unweighted, which I found rather surprising given the attention to detail elsewhere in the kit. However, I simply filed 'flats' on each wheel. Wheel-well detail is supplied as superbly detailed resin inserts, and I enhanced these further with some plumbing made up from lengths of wire. You could of course cover all this detail with a representation of the canvas covers often fitted to the wheel wells, but what a waste of detail! I did follow this route for the tailwheel well though, sculpting some Milliput around the base of the tailwheel leg.

Bend Me, Shape Me

Ah yes, the canopy. Following the instructions to the letter, I carefully cut out the windscreen and hood over the resin form. This would have been a lot easier if thinner clear material had been used, as it was the thick plastic was difficult to cut accurately, even using the resin form.

A dry run showed that the hood was fine, but the windscreen was not going to fit - never mind, use the spare! Once again, not a good fit, much trimming and filling of gaps later, the windscreen finally succumbed, but the fit is not very neat at all. I can't say for sure what the problem was here, but I rather suspect it was the resin form. The etched-brass frame for the hood went on a treat, I used the tiniest drops of thin superglue to secure it in stages, working slowly and carefully to get everything lined up properly. The windscreen parts were much trickier, as it is an altogether more complex assembly, and needed trimming and constant adjustment as I struggled with the fit of the windscreen to the fuselage. By the time I'd finished, I'd abandoned my plan to install the optional armoured glass panel...

Externally, my references showed two framing strips at the front of the windscreen, although these are not mentioned in the instructions. Mine were simply added from plastic strip. The two rear glazings were another problem area; they are pre-cut and the idea is to 'pop' them into grooves cast around the peripheries of the glazed areas, but the grooves are simply too shallow for this to work. I discovered this after painting, and rather than risk the paintwork by trying to deepen the grooves, I trimmed the clear parts to size and secured them with thin superglue, again not a very neat result. Now the wing guns were a different story! Rolling the etched jackets on the mat supplied with a drill bit worked exactly as advertised, and once the gun barrels were installed looked great!

Coloured plastic 'pins' are provided for the modeller to fashion into navigation lights; I



Left and right views of the completed model, note extensive weathering



just couldn't get the hang of these, and ended up adapting some items from the spares box, tinting them with Tamiya clear colours.

Wired For Sound?

Er, well no, actually! Another AVP enigma here, I fear! Not one of the many photos I scrutinised showed the characteristic aerial array found on most early P-40's. All I could see were two small white objects (insulators?) on the fuselage spine, which I fashioned from plastic strip on the model. Now the AVG aircraft were supplied minus radios, and had civilian sets fitted on arrival in China; also one of the radiomen, in his memoirs, recalls stripping out redundant radio wiring from inside the tail of the aircraft as one of his first jobs in the AVG, so I wonder if these aircraft had no external aerials? Again, any information would be appreciated

Conclusions

Gosh, what a long article! Well, you were promised a full, in-depth build article! I think my overall impression here is of a very ambitious debut by CraftWorks. The kit is truly comprehensive, and needs very little extra from the modeller's own resources, which is unusual for such a specialist kit. Perhaps some areas are a little too ambitious, though, the method of installing the rear glazings being typical of this. The engineering of the kit leaves a little to be desired in some areas, notably the inadequate main undercarriage location.

Some areas of the instructions were rather poor, especially the colours and markings information; the decals, although of excellent quality, really should have been better researched, given the amount of contemporary material available.

Where the kit really scores is in the

stunning levels of detail supplied, the cockpit especially being in a class of its own. The finished model is surprisingly large, and has that lovely weighty feel unique to resin kits.

I really don't see any point in discussing the price here; if you want an early P-40, it's either this complete kit, or the Scratchbuilders conversion, which will be nearly as much work, plus you'll probably want to scratchbuild much of the cockpit to bring it up to the same standard. Neither way is going to be cheap, whether in time or money! To sum up then, very good first effort, CraftWorks, and I look forward to seeing your next releases!

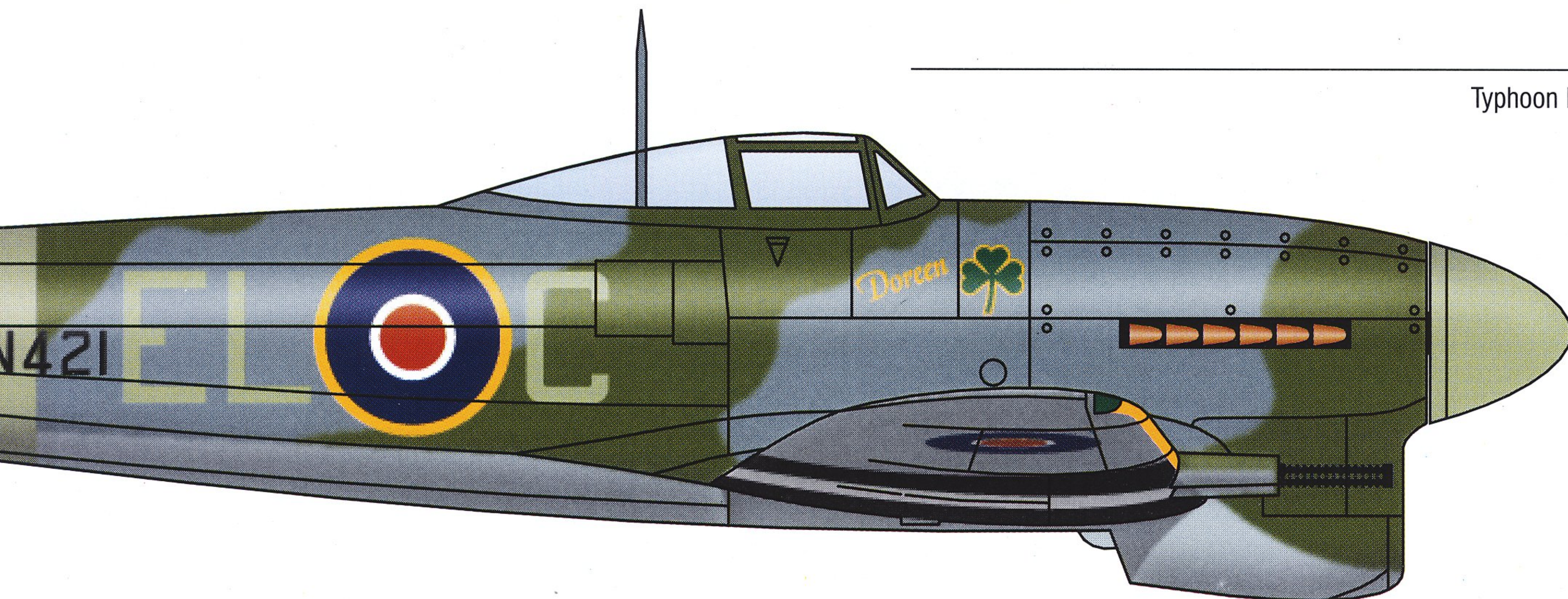
Paul Lawson

"Looks mean as hell" - R.T. Smith, AVG pilot



References

- American Volunteer Group. The First American Aces (AeroMaster Decals SP48-07) - probably all you need for colours and markings.
- Walk Around P-40 Warhawk Squadron/Signal Publications No.8 - a good general reference, but concentrates mainly on the later P-40E, which differs in many ways from the P-40C.
- Curtiss P-40 MBI - probably the best value reference around, covers all versions, with excellent scale drawings and includes cockpit shots and colour artwork of the P-40C. Lots of colour side views, as well, although one or two are a bit suspect, as noted by the publisher.
- Flying Tigers, by Daniel Ford - superb, detailed history of the AVG, not many photos but a really good read.
- The Maverick War, by Dune Schulz - another good history, with some useful photos.
- With Chennault in China, by Robert M. Smith - memoirs of an AVG radioman; riveting stuff, and some superb photos.
- Flying Tigers by Ron Heiferman - a bit of a potted history, a few useful photos and some dodgy drawings.



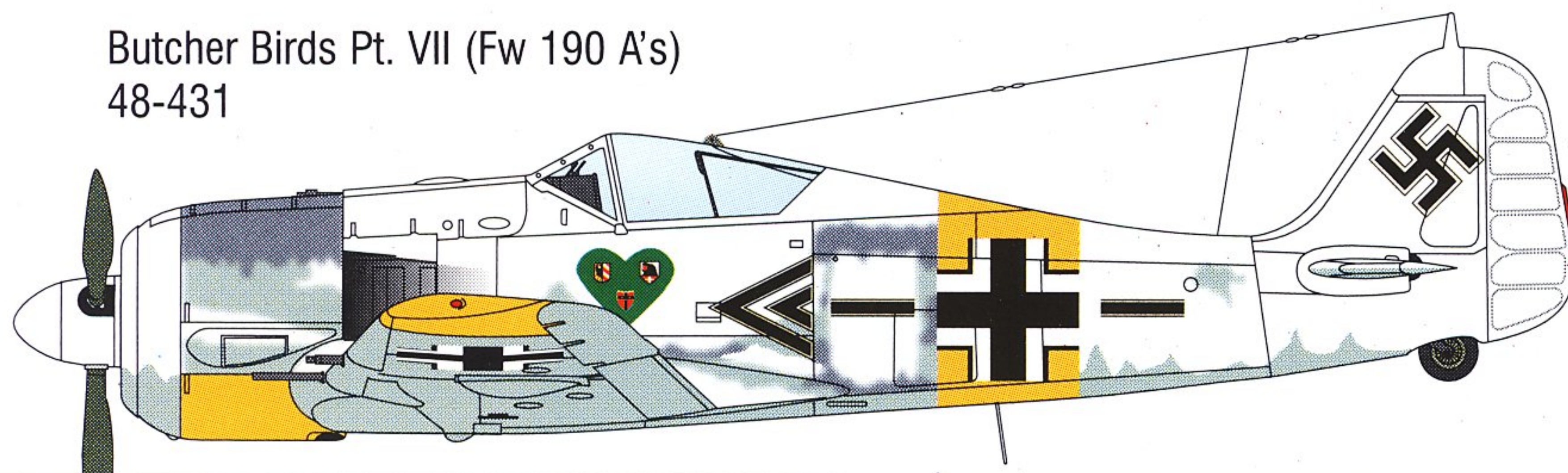
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48-431



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S.E. Asia Mustangs: 23rd FG P-51's Pt. I

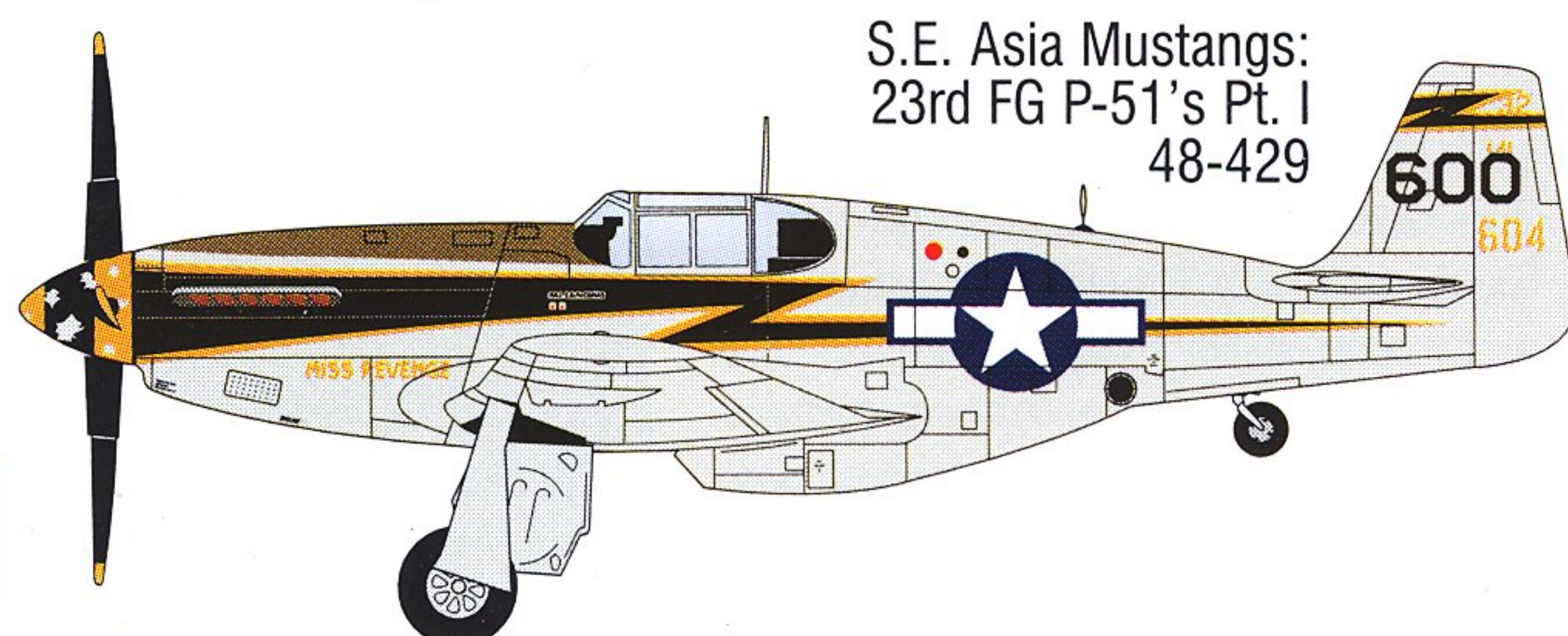
- 1: F-6C, 118 Tac Recon Sqn (23 FG) 'Miss Revenge'
- 2: P-51D, Lt. Col. C.H. Older 'Yokohama Yardbird'
- 3: P-51B, Capt. Forrest 'Pappy' Parham, 75 FS Flight Leader 'Little Jeep'
- 4: P-51B, Maj. John C. Herbst 74FS 'Tommy's Dad'

S.E. Asia Mustangs: 23rd FG P-51's Pt. II

- 1: P-51K, 118 Tac Recon Sqn (23 FG), Maj. Marvin Lubner Sqn C.O. 'Barfly'
- 2: P-51B, Col. David L. (Tex) Hill's 'Bull Frog I'
- 3: P-51C, 1st Lt. D.S. Lopez, 75 FS 'Lope's Hope 3rd'
- 4: P-51D, 23 FG C.O. Col. Edward F. Rector

Butcher Birds Pt. VII (Fw 190 A's)

- 1: Fw190A-4 WNr. 5304, *Oberleutnant* Johannes Seifert, Kommandeur I./JG26, May 1942
- 2: Fw190A-4, *Obertsleutnant* Hannes Trautloft, Kommodore JG54, Dec 1942
- 3: Fw190A-4, Major H. von Bonin, JG54, June 1943
- 4: Fw190A-6, General-Major Adolf Galland, General der Jagdflieger, Berlin, March 1944
- 5: Fw190A-8, *Oberstleutnant* Kurt Buhligen, Kommodore JG2, Nidda, September 1944



Butcher Birds Pt. VIII (Fw 190 A's)

- 1: Fw190A-6 WNr. 530106, *Oberfeldwebel* Hans Güthenke 3./JG11, Husum, August 1943
- 2: Fw190A-2 WNr. 25207, *Fw.* Adolf Glunz, *Staffelkapitän* 4./JG26, Abbeville, June 1942
- 3: Fw190A-8, *Obst* Joseph Priller, Belgium June 1944
- 4: Fw190A-5, *Oberstleutnant* Walter Oesau, Kommodore JG2, France, Feb 1943
- 5: Fw190A-5, *Leutnant* Emil 'Bully' Lang, 5./JG54, Russia, May 1943

Storms in the Sky Pt. X (Typhoon Mk. IB)

- 1: Mk.IB No.183 Sqn, Exercise 'Spartan', Mar 1943
- 2: Mk.IB No.197 Sqn, 1943
- 3: Mk.IB No.181 Sqn, Exercise 'Spartan', Mar 1943
- 4: Mk.IB (1A conversion) 'A' Flight No.609 Sqn, RAF Manston, April 1943
- 5: Mk.IB No.461 Sqn, Idku, Egypt, 1943
- 6: Mk.IB No.181 Sqn, April 1943
- 7: NF Mk.IB RAE, Nov 1942/March 1943

US 45 Degree Numbers & Letters (Black)

US 45 Degree Numbers & Letters (White)

US 45 Degree Numbers & Letters (Red)

US 45 Degree Numbers & Letters (Yellow)

WWII RAF Code Letters (24" sky/30" gray)

Remember, these and all AeroMaster decal sets are **Limited Editions**. Only **ONE** production run will be printed (this applies to current sets as well).

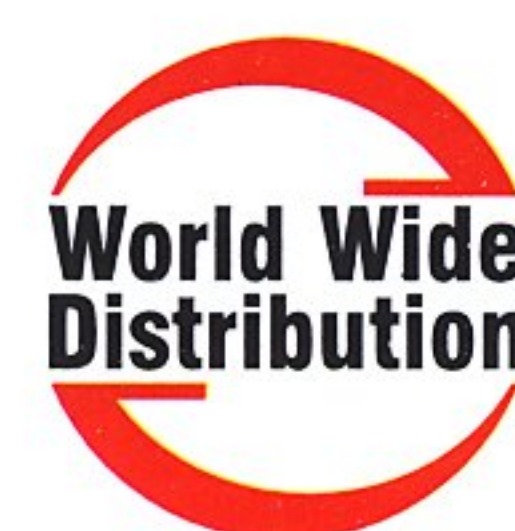
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Warbird Acrylic Colors

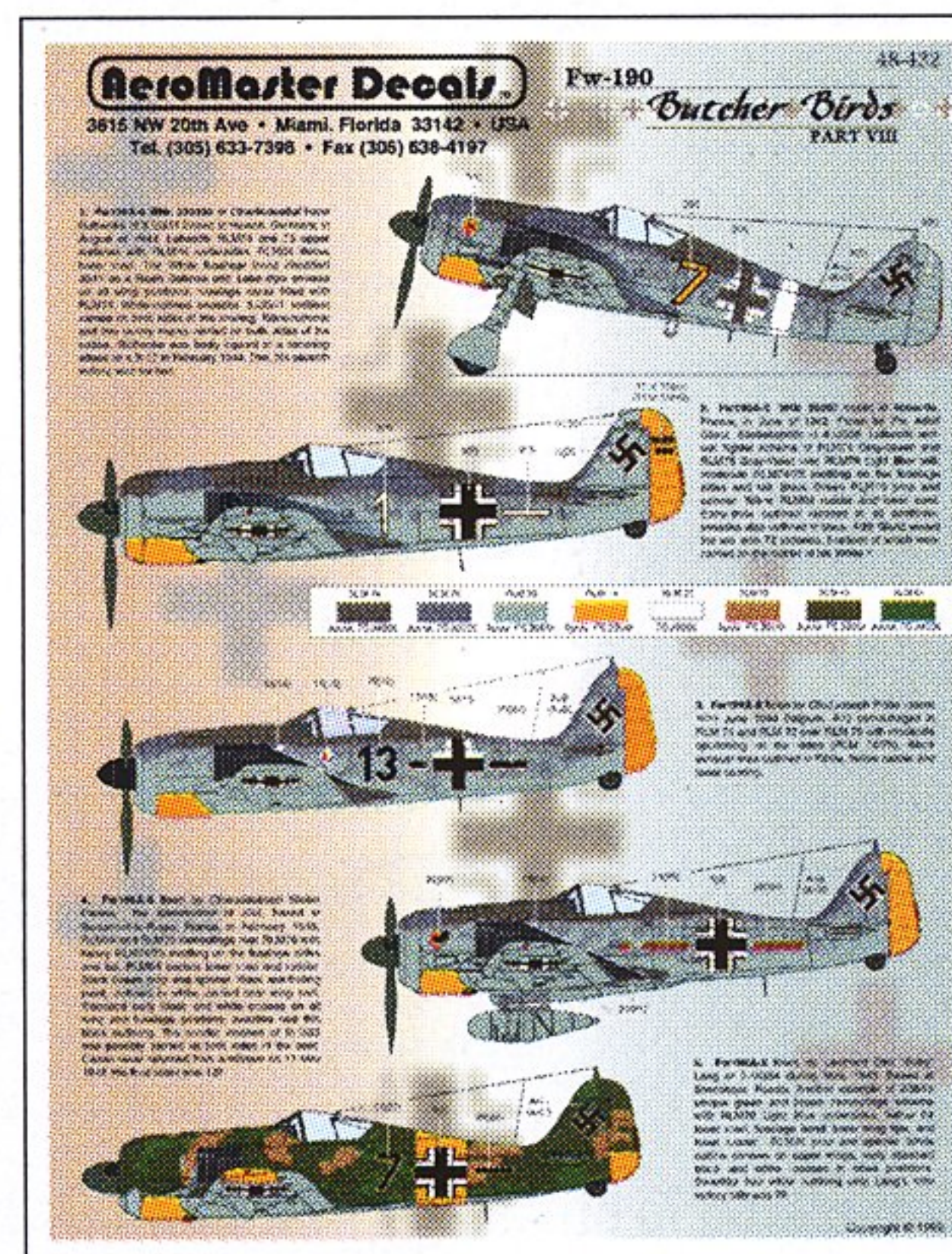
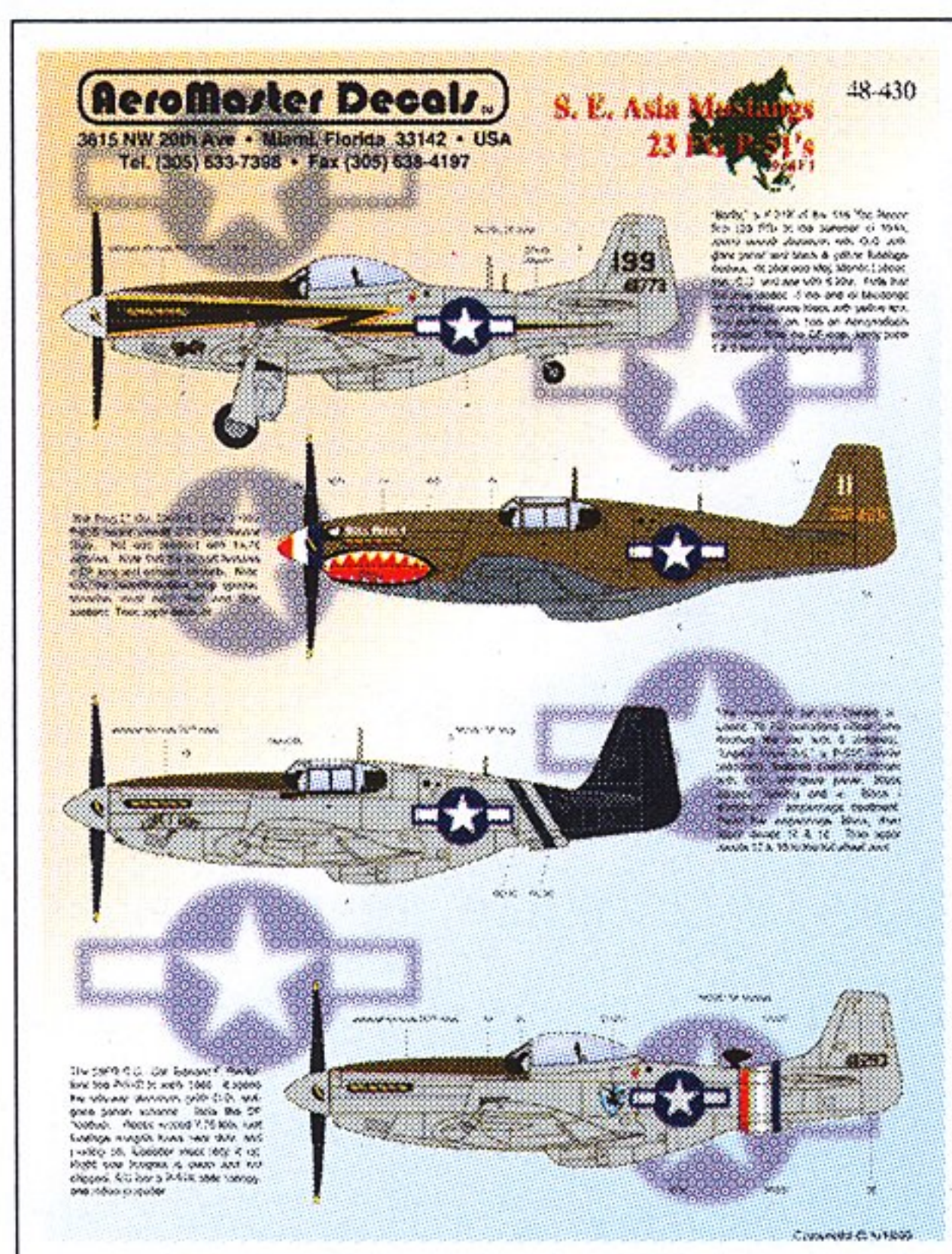
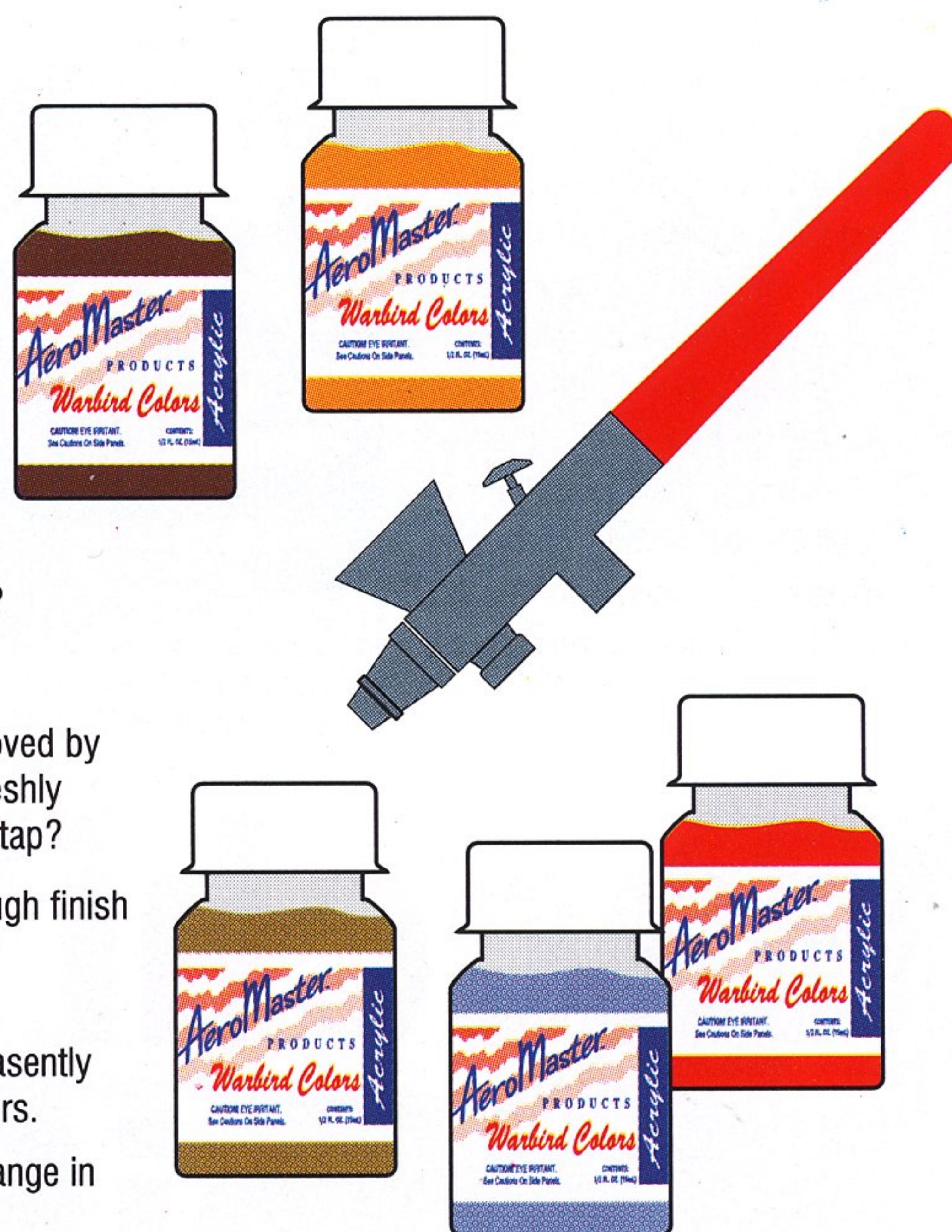
Ask yourself...

- Q** Does my present paint range allow me to mask my models 30 minutes after spraying a color coat?
- Q** Is it masking tape safe?
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"This is a long overdue letter to extend to all at Aeromaster my compliments, not only for the exemplary product lines offered but also for the service provided. Scale modeling has come a long way in 35 years. Kits today are generally of high quality compared to those of years gone by. Nevertheless, I fall into that category of modelers who strive to achieve as accurate and detailed a miniature as possible. Thanks to the finely crafted aftermarket decals, resin detail sets and quality paints available from Aeromaster it is possible to achieve these results without having to resort to time-consuming scratch building. I also appreciate the fact that well researched decals provide the modeler with the opportunity to build not only more colorful, but also historically significant miniature replicas. Keep up the excellent work."
Len Reeves, Calgary, Alberta, Canada



Featured this month is a 1/48th scale P51-D Mustang 'Dusty Butt'; built using selected colours from the Warbird Acrylic Colors range and the AeroMaster decal set (48-091).

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After the 'O' series of fighters — Fiat G.50, Reggiane Re.2000 (SAMI Vol3/6, June 1997) and the Macchi C.200 (SAMI Vol2/8, August 1996) — the Italian aircraft industry entered a second phase in a desperate effort to regain lost ground. Most of the aircraft on the *Regia Aeronautica* (RA) inventory were at that time powered by bulky radial air-cooled engines as no Italian aero-engine manufacturer had managed to produce an in-line liquid-cooled power plant



The sleek lines of the Macchi C.202 Folgore can best be admired in this beautiful shot of a 23° Gruppo machine, MM.9647 of the 3° Stormo during the closing stages of the war in North Africa (RJ Caruana Archives)

Macchi's Magnificent Lightning

of suitable performance. If the Italian aircraft industry was to produce anything like the Spitfire and Messerschmitt Bf 109, it had no option but to turn its attention beyond its shores for the necessary power around which to build such projects.

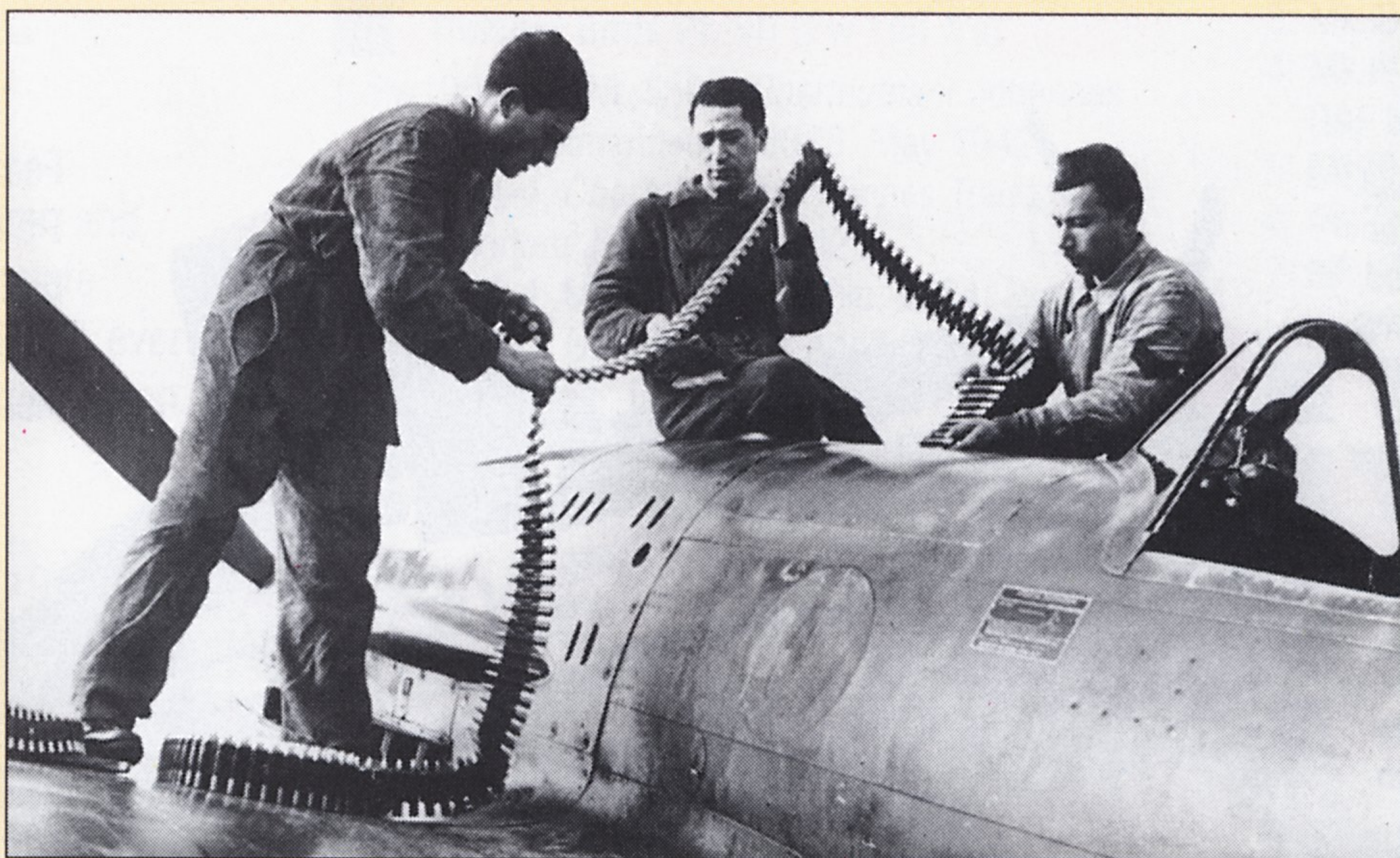
On the personal initiative of Ing. Alberto Longhi, head of Reggiane's Technical Office, the excellent Daimler-Benz DB.601A arrived in Italy, first through the supply of a number of examples, and later through its licence-production. The Italian version officially matched the original's 1,175hp at sea level running at 2,300rpm, and 1,040hp at 4,100m. In practice, it seems that some did not perform so well, while there were the odd ones which bettered specified rates by some 10-12%!

The major aeronautical firms tried to beat each other to produce the best fighter around this engine. These included the Fiat G.50V, Caproni Vizzola F.4, F.5 and F.6M, Reggiane Re.2001 *Falco II* and Macchi C.202. Of these, only the last two were to see eventual series production and service. Both Reggiane and Macchi worked on separate, though parallel lines, as they progressed from earlier well proven designs, the Re.2000 for the former and C.200 for the latter. Macchi, however, had produced an interim development in the form of the C.201. Originally this aircraft was designed to take the Fiat A.76 RC.40 liquid-cooled engine which should have produced 1,000hp, a sleek engine which would have allowed better streamlining of the fuselage. Only two examples were built (MM.436, MM.437) which were eventually fitted with the standard A.74 radial as the RC.40 failed to materialise. They did, however, re-introduce an enclosed cockpit and a cut-down profile, as on the original C.200.

The Folgore Described

A pure fighter aircraft, the C.202 was of all-metal construction, powered by an Alfa Romeo RA.1000 RC.41-I 'Monson' twelve-cylinder inverted Vee liquid-cooled engine

Few thoroughbreds, born out of a private venture, can boast such a distinguished lineage as Macchi's C.202 *Folgore* (Lightning). In common with Supermarine's immortal Spitfire, the *Folgore* traces its ancestry to a line of Schneider Trophy racers — the M.39, M.52, M.67 and especially the M.72 which still retains the world speed record for floatplanes. While Reginald Mitchell's design enjoyed an early start thanks to the availability of the Rolls Royce Merlin, Ingenier Mario Castoldi had to patiently wait until the Italian aircraft industry, which had failed to produce an indigenous in-line engine of suitable standards, began production of the Daimler-Benz DB.601 under licence. Richard J. Caruana describes and illustrates this classic fighter from Lombardy.



Arming the fuselage 12.7mm Breda SAFAT guns of the Macchi C.202 Folgore (RJ Caruana Archives)

driving a Piaggio P.1001 three-bladed metal variable-pitch propeller of 3.05m diameter. Fuel was housed in a main 270lt tank in the forward fuselage, positioned between the engine firewall and cockpit, two 40lt tanks in the wing centre section and another 80lt tank placed behind the pilot's seat.

The wings were divided into two outer detachable sections and a mid section, the

latter being integral with the fuselage. They were built around two main spars and were identical to those of the C.200. Developed by Ingenier Sergio Stefanutti, they featured a port wing of slightly greater area than starboard so as to compensate for engine torque (see accompanying scale plans). The wing centre-section incorporated wells for the fully retractable main undercarriage and the

water radiator for the engine's cooling system.

The centre fuselage housed the pilot's cockpit which was enclosed by a two-piece canopy, a fixed windshield with an armoured glass front section, and a hinged framed cover which opened to starboard. Pilots found the cockpit quite comfortable and well laid-out. A San Giorgio Type B reflective gunsight was fitted above the main instrument panel; most switches and levers were fitted to the left of the pilot so as to free his right hand to handle the stick-style control column which incorporated the gun-firing button at its top. Communication was through a highly reliable Allocchio Bacchini B.35 radio set while 44kg of armour plating was provided for the pilot's rear defence.

As from Serie III, the compressor air intake on the port side of the engine cowling was fitted with the characteristic ribbed sand filter, and a A.S. suffix (*Africa Settentrionale* – North Africa) was added (incidentally, the 15 Series of the C.202 *Folgore* do not denote variants, but *Matricola Militare* – military serial – batches, though small improvements were at times implemented when a new *Serie* was introduced). Armament consisted of a pair of Breda-SAFAT MC.12.7 (12.7mm) machine guns positioned above the main fuselage fuel tank, firing through the propeller arc, with 400 rounds per gun (rpm). An additional pair of Breda-SAFAT MC.7.7 (7.7mm) guns with 500 rpm were added to the wings as from Serie VI, though these were not always fitted as it saved some 140kg. Underwing racks for a maximum of 160kg of bombs or 150lts of external fuel tanks were added as from Serie IX, together with the designation C.202AS/CB (*Caccia-Bombardiere* – fighter bomber); few photos of *Folgore*s with tanks can be found while I can't recall seeing a single picture of a C.202 with bombs attached.

MM.91974 was the sole C.202EC (*Esperimento Cannone* – experimental cannon), an attempt to beef up the *Folgore*'s armament by installing a pair of 20mm Mauser MG-151/20 cannon in underwing pods. This was not developed further as the cannon wing installation was eventually introduced on the superlative Macchi C.205 *Veltro* (SAMI Vol1/10, November 1995). Another 'one-off' was MM.7768 which had a chin radiator in place of the one under the fuselage centre-section, but this resulted in very high drag and the experiment was abandoned. The C.202 could be fitted with an FM-62 gun-camera, while at least two examples (MM.9425, MM.9458) were fitted out as photo-reconnaissance machines.

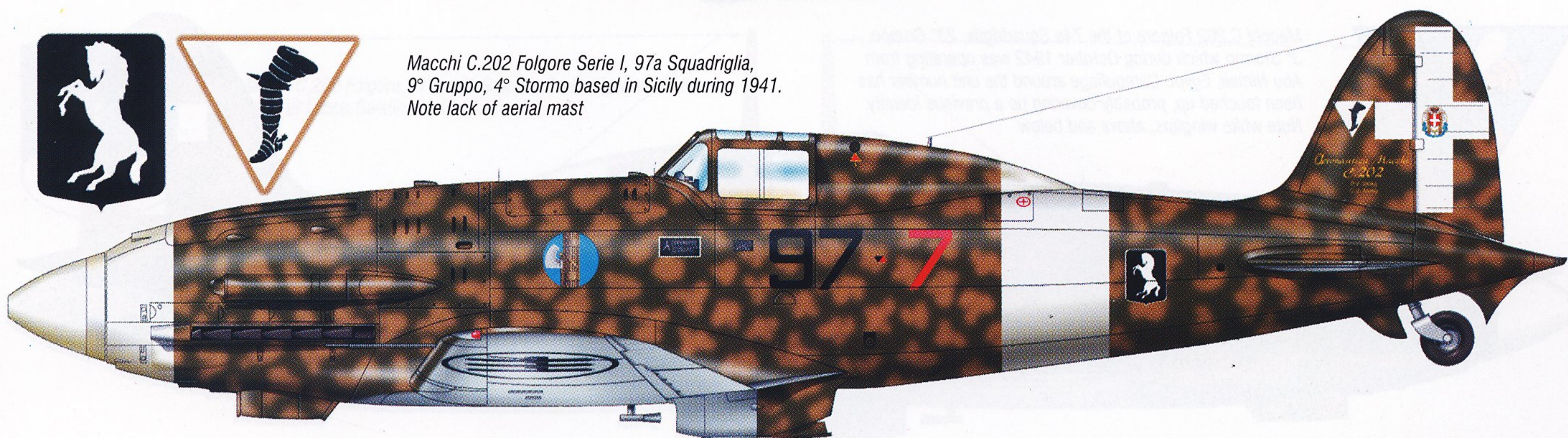
Macchi C.202



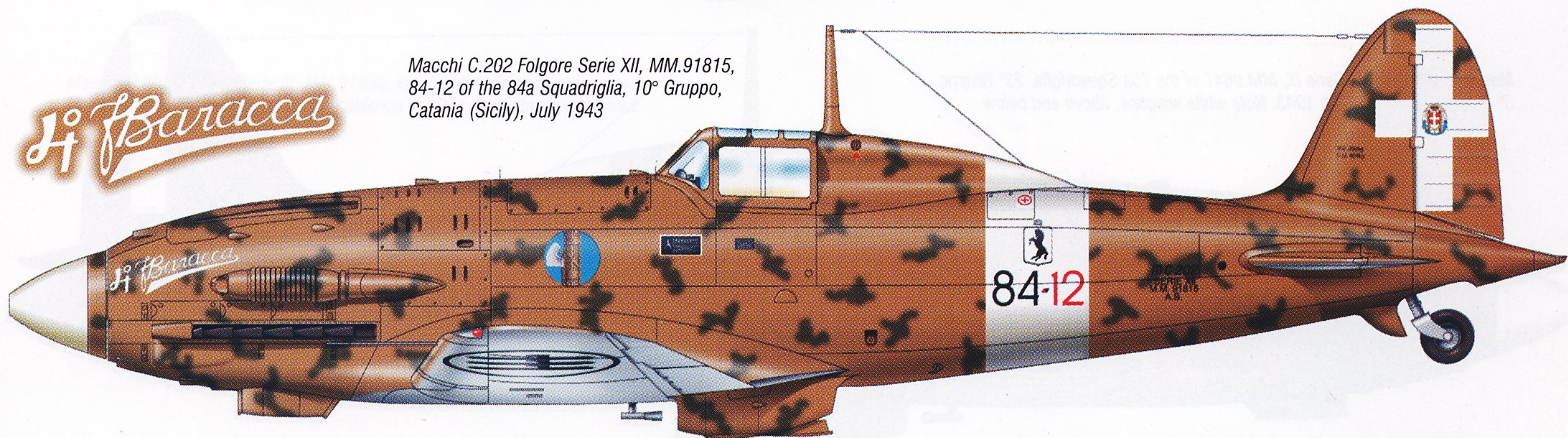
Macchi C.202 Serie I Folgore, of the 80a Squadriglia, 17° Gruppo, 1° Stormo at Campoformido in October 1941.
Note early-style air intake without sand filter



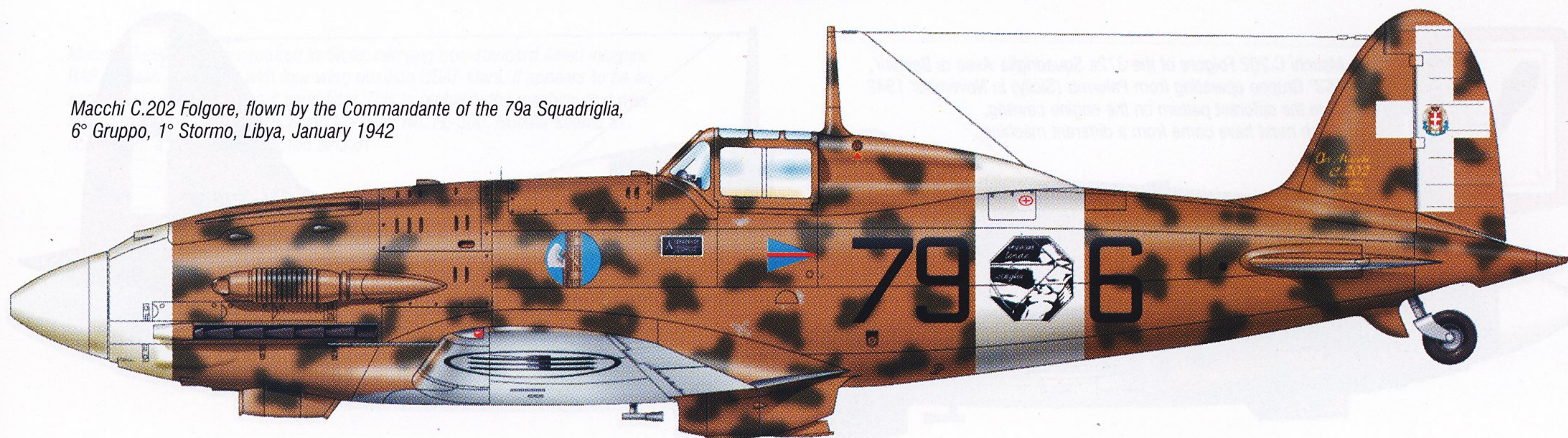
Macchi C.202 Folgore Serie I, 97a Squadriglia, 9° Gruppo, 4° Stormo based in Sicily during 1941.
Note lack of aerial mast



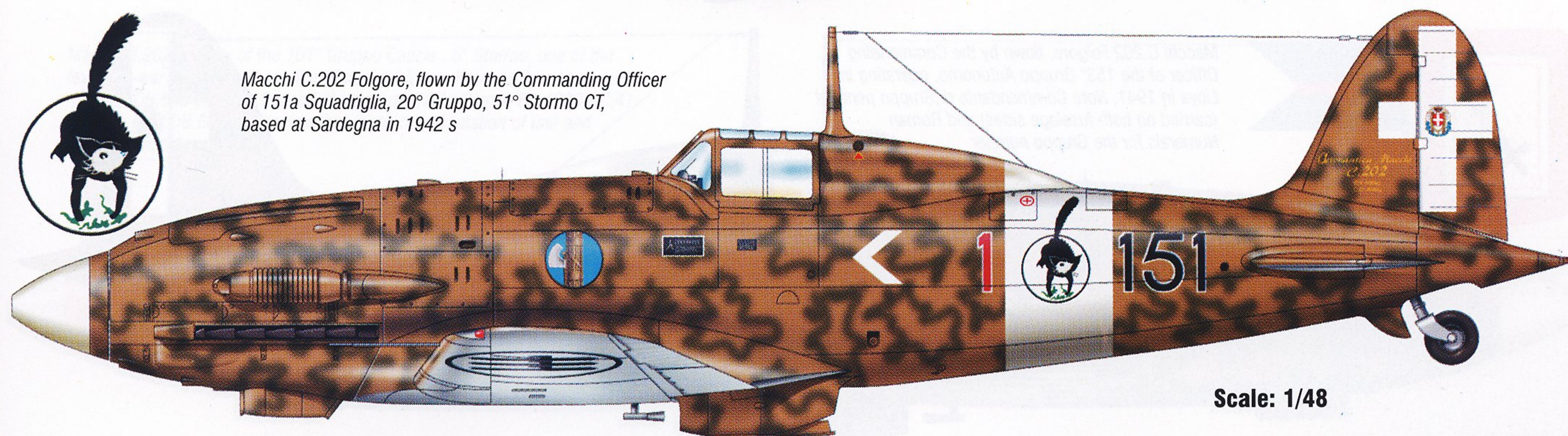
Macchi C.202 Folgore Serie XII, MM.91815, 84-12 of the 84a Squadriglia, 10° Gruppo, Catania (Sicily), July 1943



Macchi C.202 Folgore, flown by the Commandante of the 79a Squadriglia, 6° Gruppo, 1° Stormo, Libya, January 1942



Macchi C.202 Folgore, flown by the Commanding Officer of 151a Squadriglia, 20° Gruppo, 51° Stormo CT, based at Sardegna in 1942 s

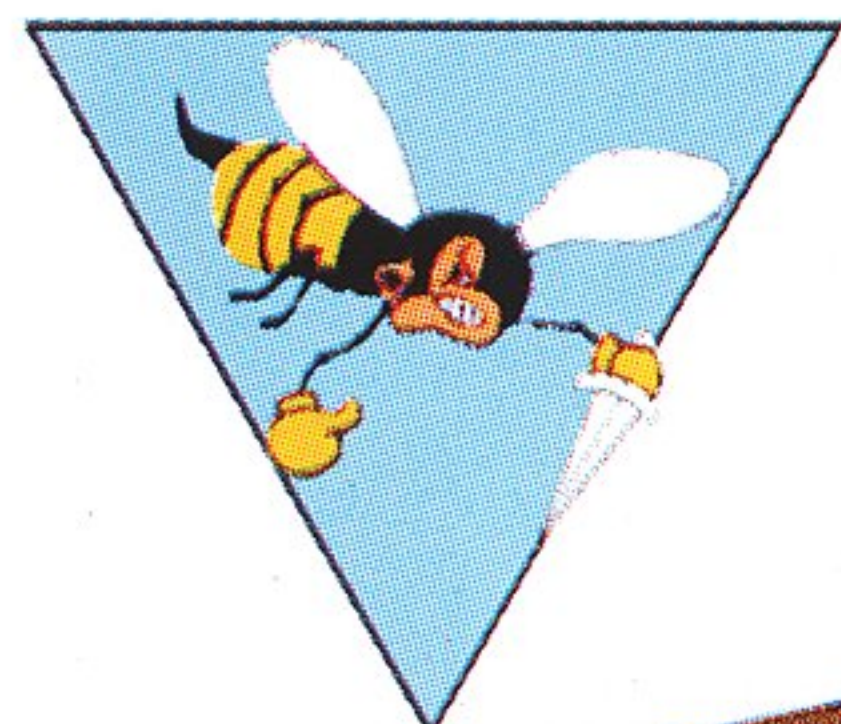


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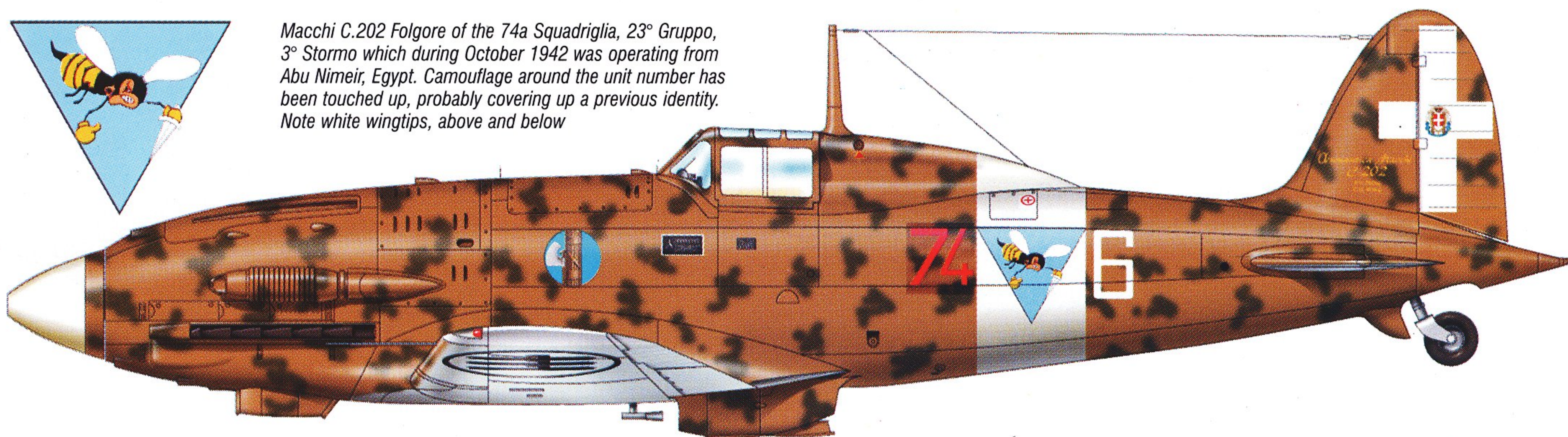
Macchi C.202



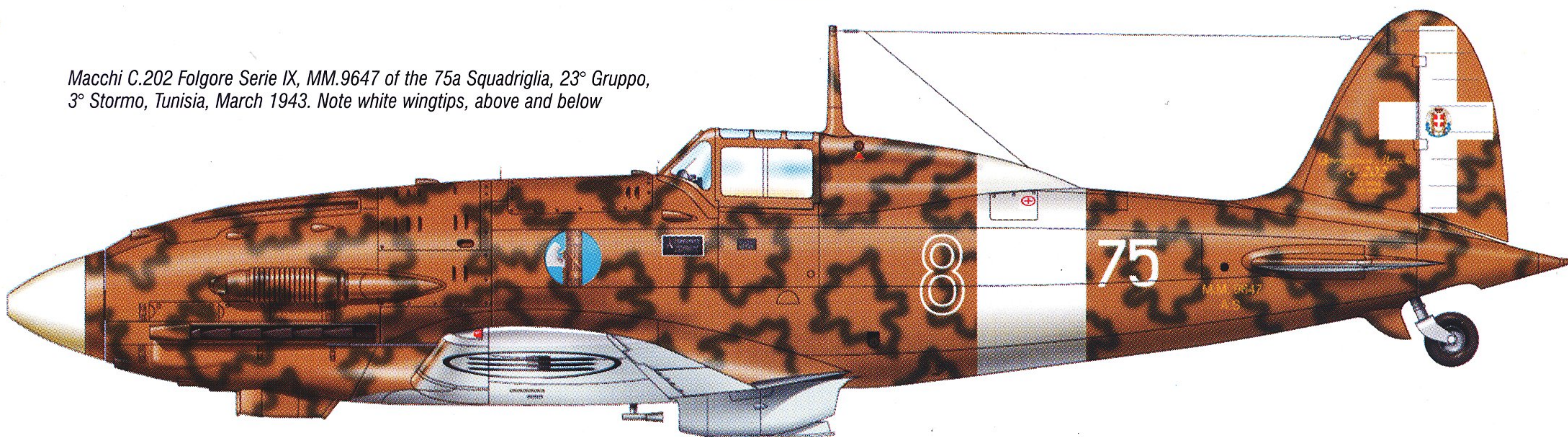
Macchi C.202 Folgore, operated by the 369a Squadriglia, 52° Stormo, based at Capodichino in July 1943



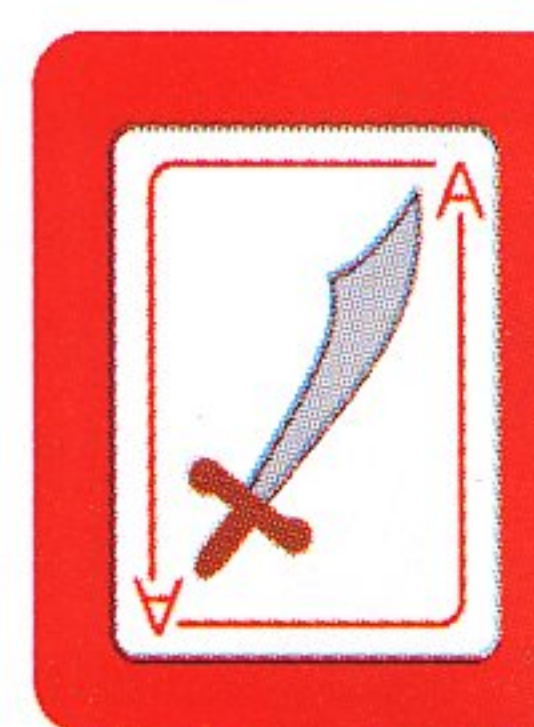
Macchi C.202 Folgore of the 74a Squadriglia, 23° Gruppo, 3° Stormo which during October 1942 was operating from Abu Nimeir, Egypt. Camouflage around the unit number has been touched up, probably covering up a previous identity. Note white wingtips, above and below



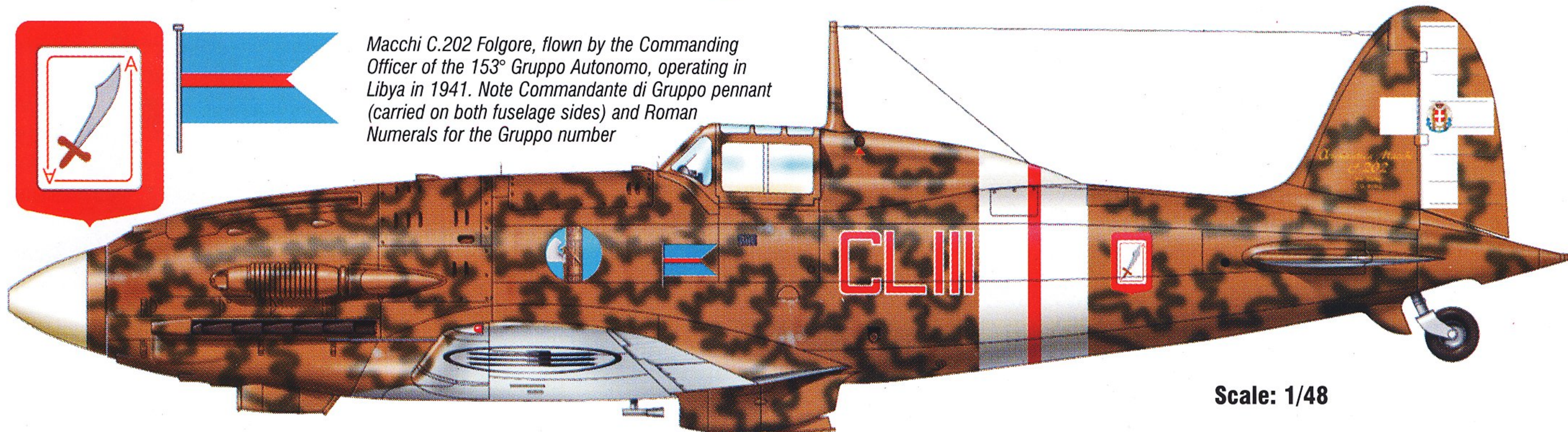
Macchi C.202 Folgore Serie IX, MM.9647 of the 75a Squadriglia, 23° Gruppo, 3° Stormo, Tunisia, March 1943. Note white wingtips, above and below



Macchi C.202 Folgore of the 372a Squadriglia 'Asso di Bastoni', 153° Gruppo operating from Palermo (Sicily) in November 1942. Note the different pattern on the engine cowling, which must have come from a different machine



Macchi C.202 Folgore, flown by the Commanding Officer of the 153° Gruppo Autonomo, operating in Libya in 1941. Note Commandante di Gruppo pennant (carried on both fuselage sides) and Roman Numerals for the Gruppo number



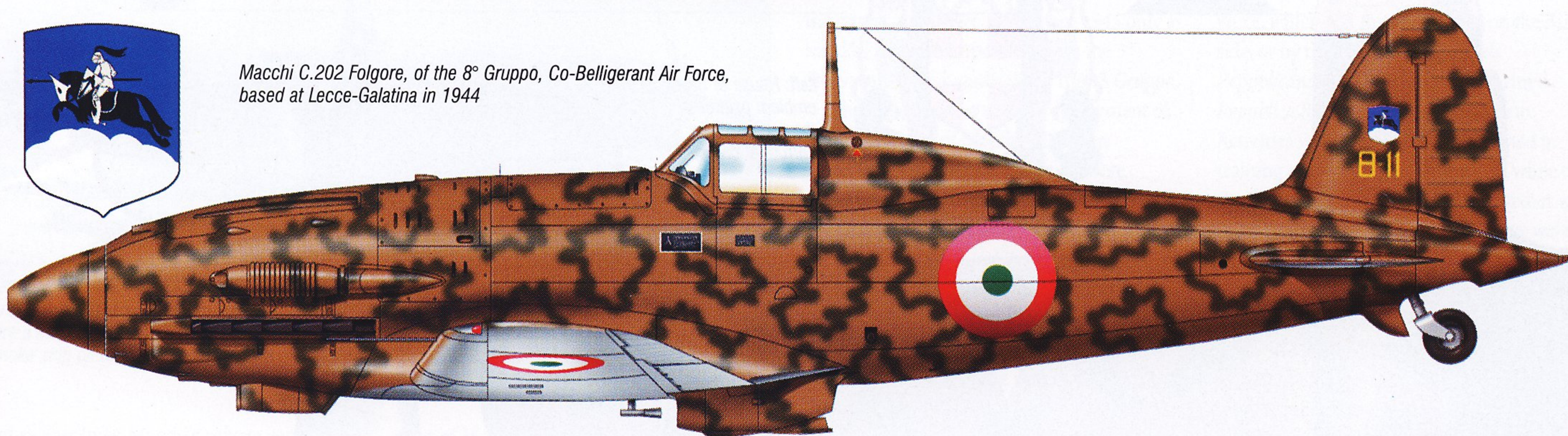
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Macchi C.202

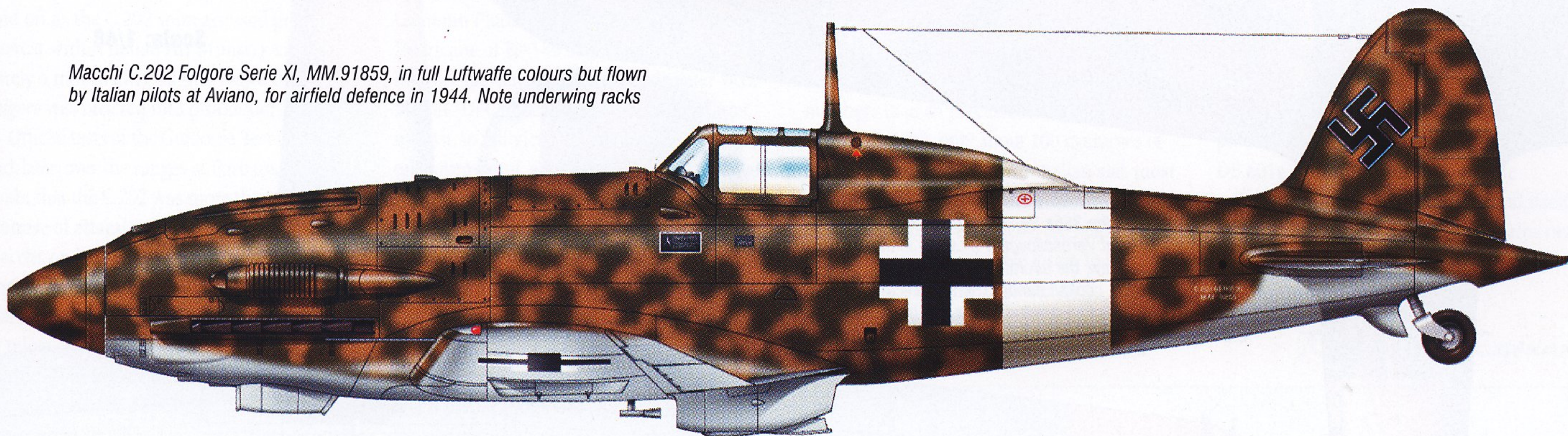
Macchi C.202 Folgore of the 382a Squadriglia, 21° Gruppo Autonomo, Voroscilovgrad (Russia), September 1942



Macchi C.202 Folgore, of the 8° Gruppo, Co-Belligerent Air Force, based at Lecce-Galatina in 1944



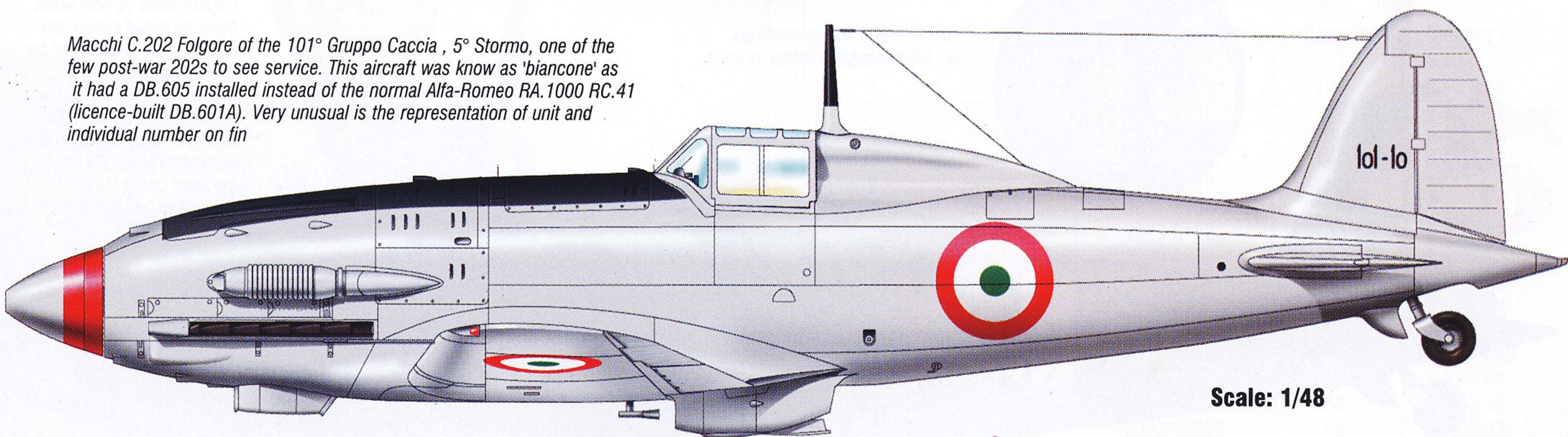
Macchi C.202 Folgore Serie XI, MM.91859, in full Luftwaffe colours but flown by Italian pilots at Aviano, for airfield defence in 1944. Note underwing racks



Macchi C.202 Folgore captured in Sicily, carrying non-standard Allied insignia: RAF fin flash combined with four-wing position USAF stars. It appears to be an early Serie machine, without sand filter. This is probably the machine that was ferried to the US, where it received the Buzz No. FE-300. Rudder seems to come from a differently coloured aircraft



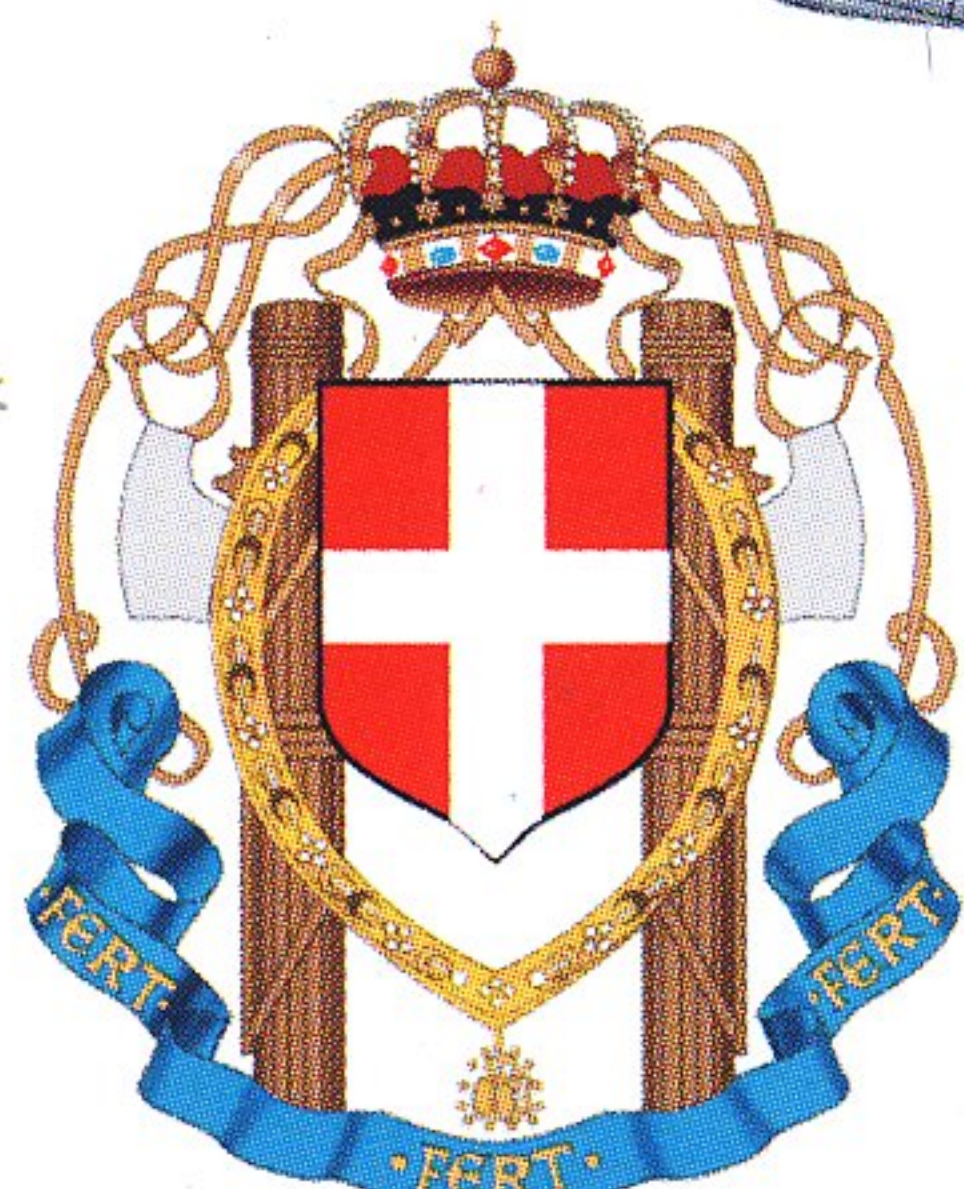
Macchi C.202 Folgore of the 101° Gruppo Caccia, 5° Stormo, one of the few post-war 202s to see service. This aircraft was known as 'biancone' as it had a DB.605 installed instead of the normal Alfa-Romeo RA.1000 RC.41 (licence-built DB.601A). Very unusual is the representation of unit and individual number on fin



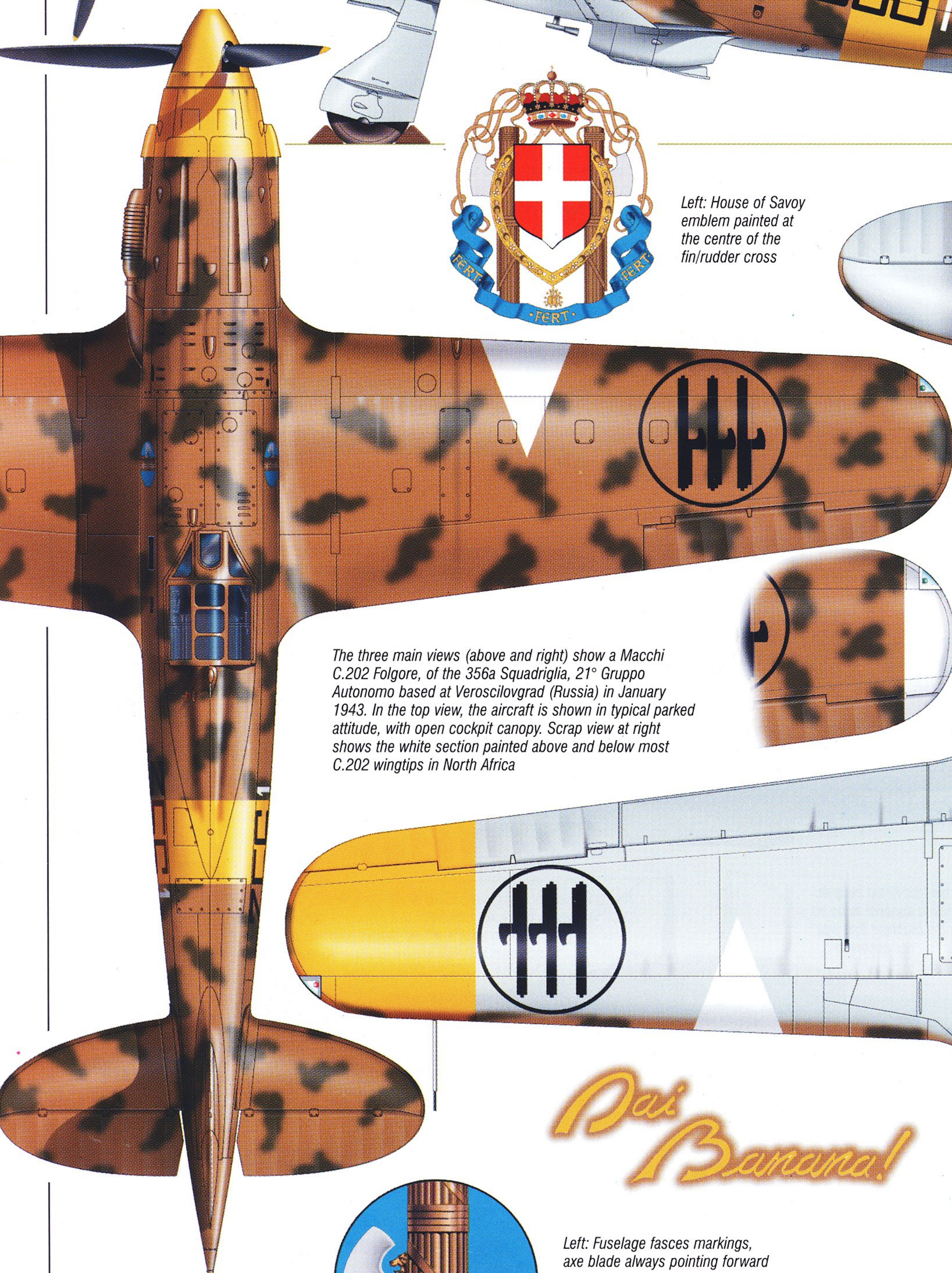
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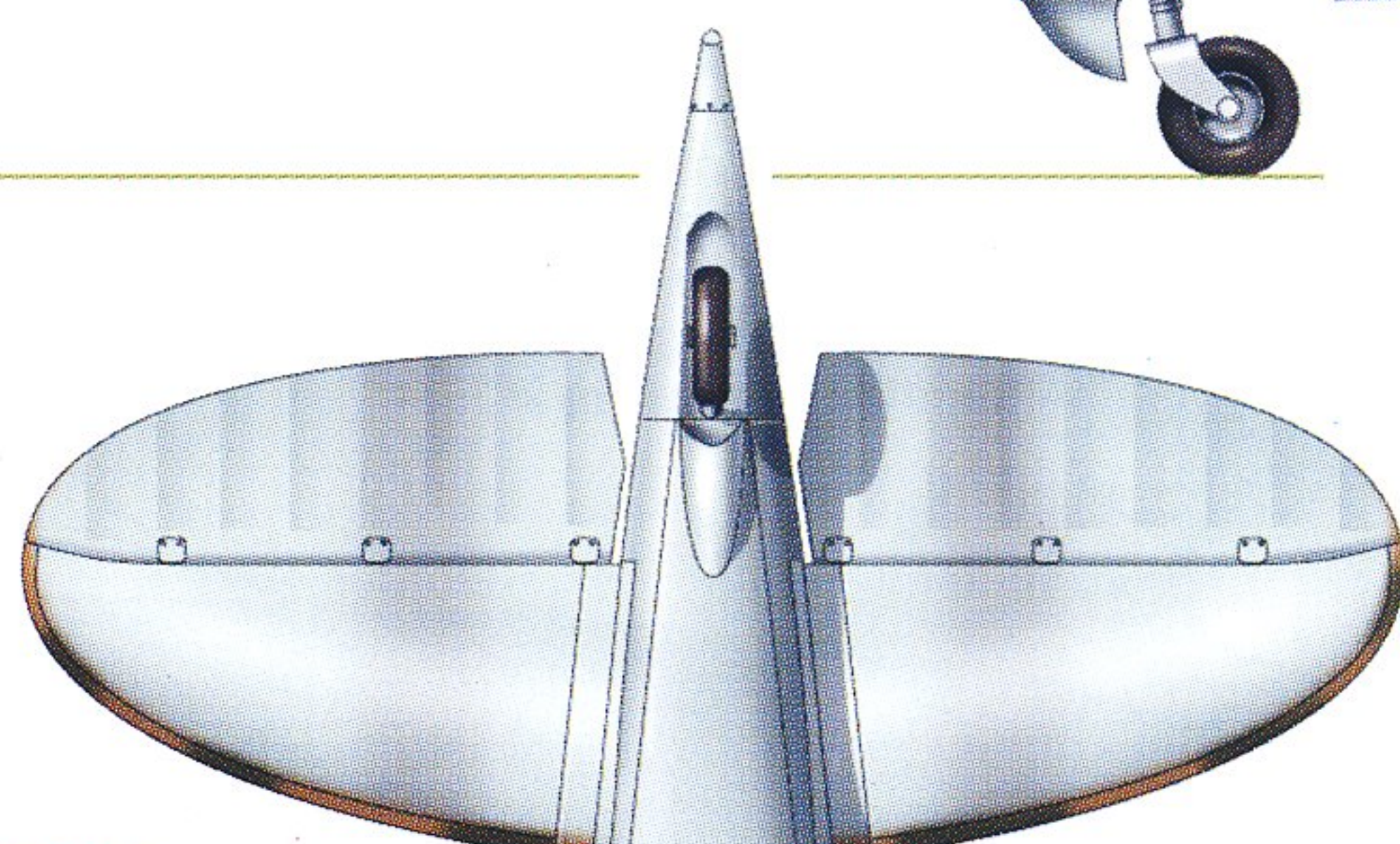
Macchi C.202



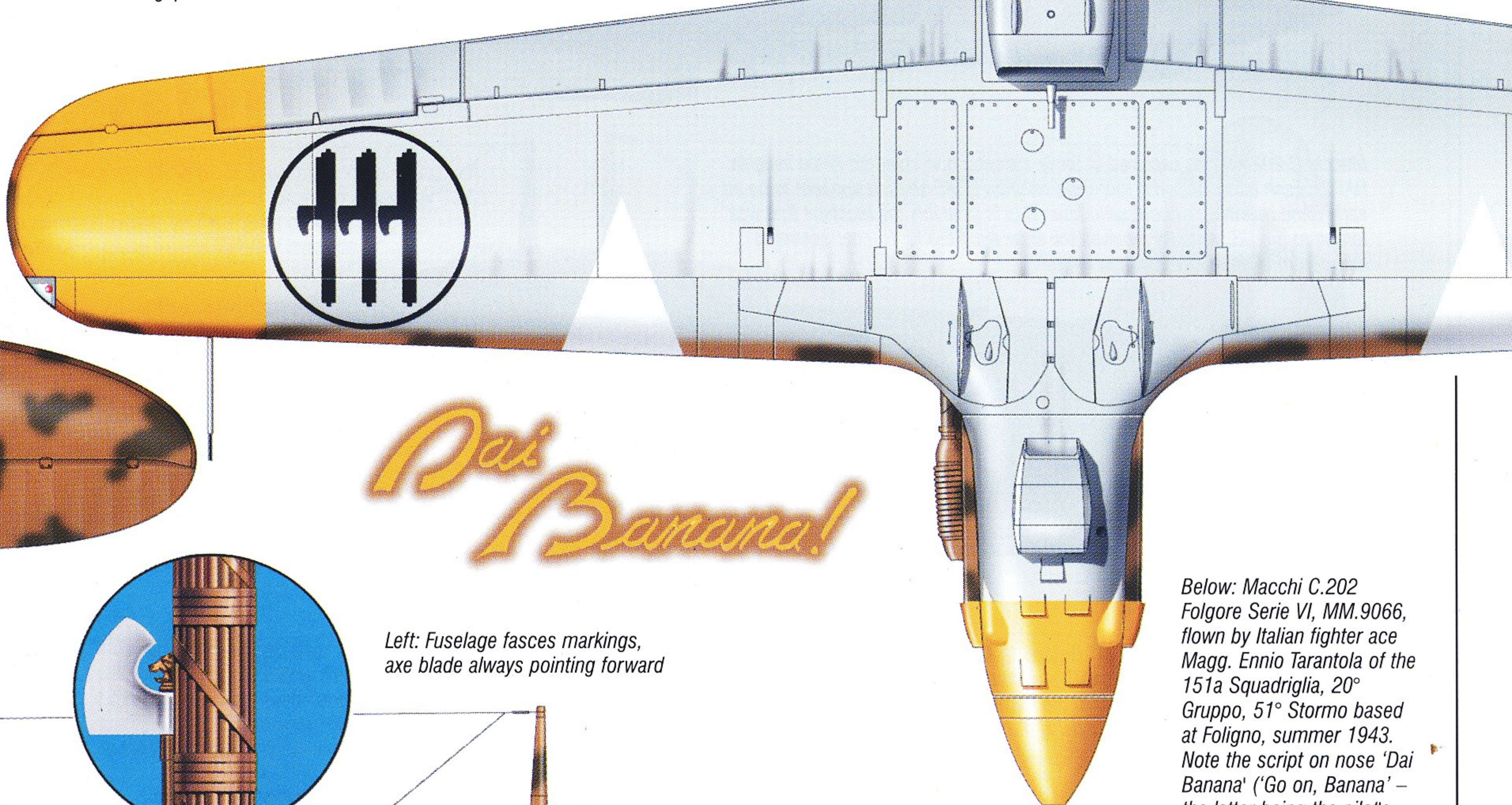
Left: House of Savoy emblem painted at the centre of the fin/rudder cross



The three main views (above and right) show a Macchi C.202 Folgori, of the 356a Squadriglia, 21° Gruppo Autonomo based at Verosilovgrad (Russia) in January 1943. In the top view, the aircraft is shown in typical parked attitude, with open cockpit canopy. Scrap view at right shows the white section painted above and below most C.202 wingtips in North Africa

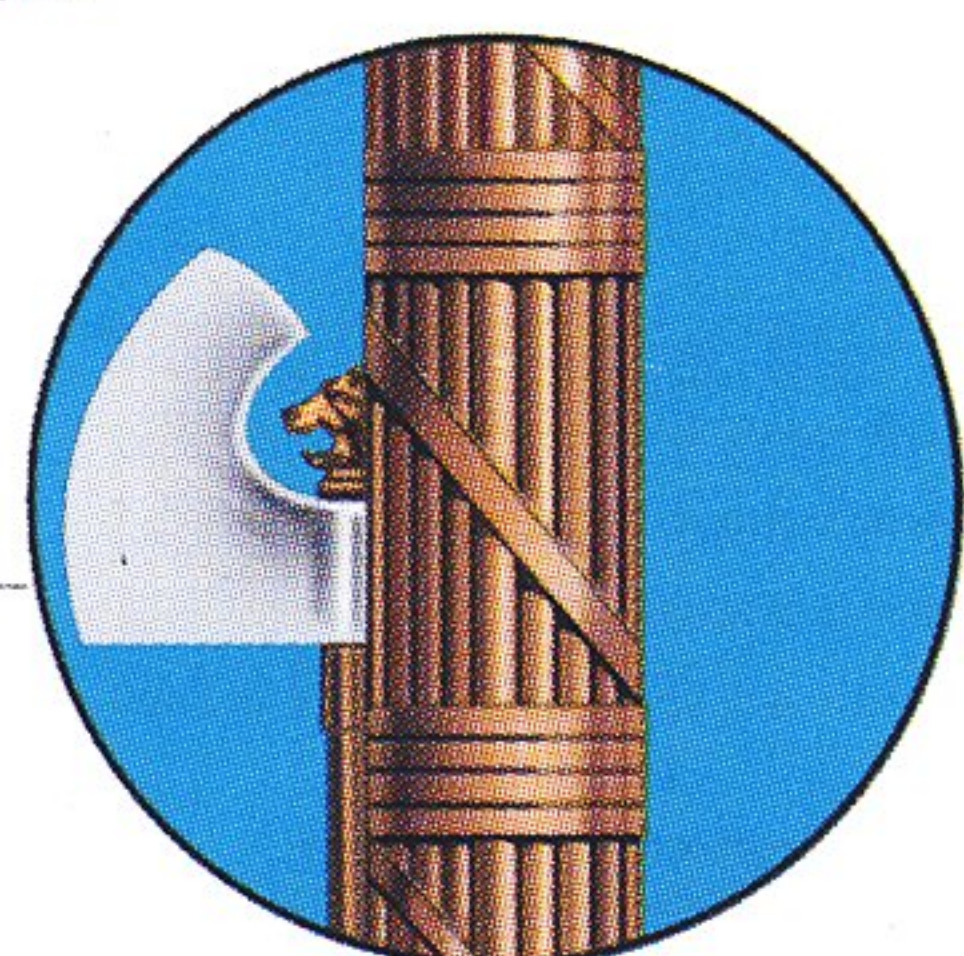


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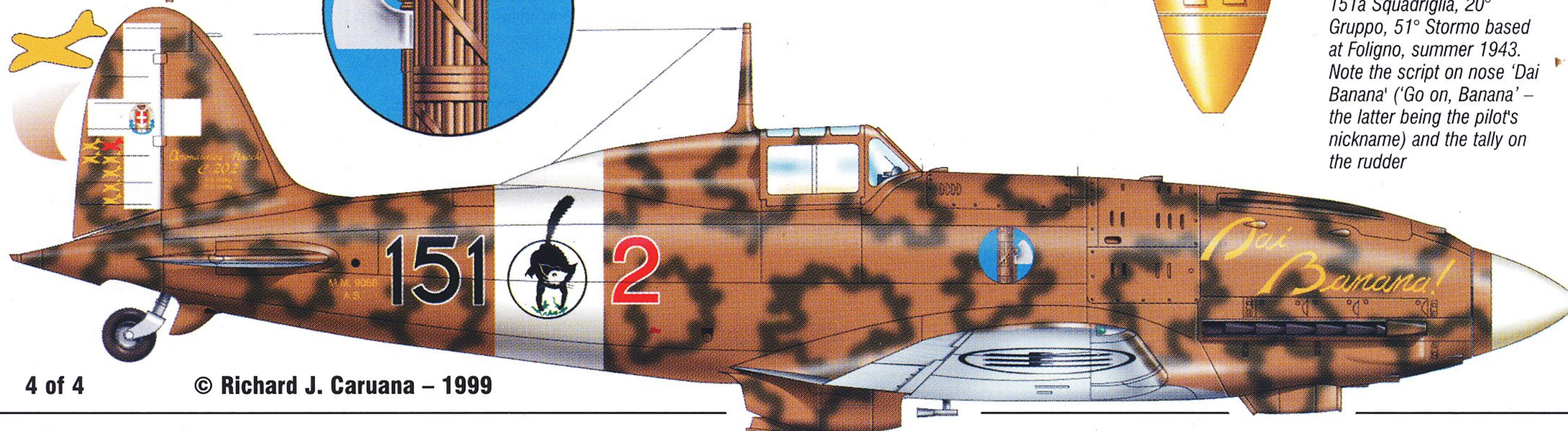


Dai Banana!

Left: Fuselage fasces markings, axe blade always pointing forward



Below: Macchi C.202 Folgori Serie VI, MM.9066, flown by Italian fighter ace Magg. Ennio Tarantola of the 151a Squadriglia, 20° Gruppo, 51° Stormo based at Foligno, summer 1943. Note the script on nose 'Dai Banana' ('Go on, Banana' – the latter being the pilot's nickname) and the tally on the rudder



Production and Service

A high percentage of commonality with the C.200 enabled the *Folgore* to enter mass-production within a short time, though the majority of the 1,500 examples were built by Breda under licence rather than by the parent company, with SIAI Ambrosini also joining the production programme on a small scale. The prototype (MM.445) performed its first flight on August 10, 1940 at the hands of one of the most brilliant Italian test pilots, *Commandante* Guido Carestiato. It was evident that the new machine retained all the superb handling qualities of the C.200 while its top speed was nearly 100km/h higher, no doubt through the benefit of higher power

Libyan desert began, retreated from Martuba to Tamet and Ara Fileni (Tripolitania) in December, as Axis forces lost ground. Meanwhile the 9° and 10° *Gruppi* of the 4° *Stormo* had re-equipped on the C.202, elements of the former being transferred to Libya at the same time as those of the 1° *Stormo* while the 73a *Squadriglia* of the 9° *Gruppo* remained in Sicily for operations against Malta. Lost ground in North Africa was recuperated through the first six months of 1942, and by June 21 Tobruk had been recaptured; throughout that period both 1° and 4° *Stormo Folgore*s had proved their mettle against most Allied opponents.

The C.202 was first encountered in the



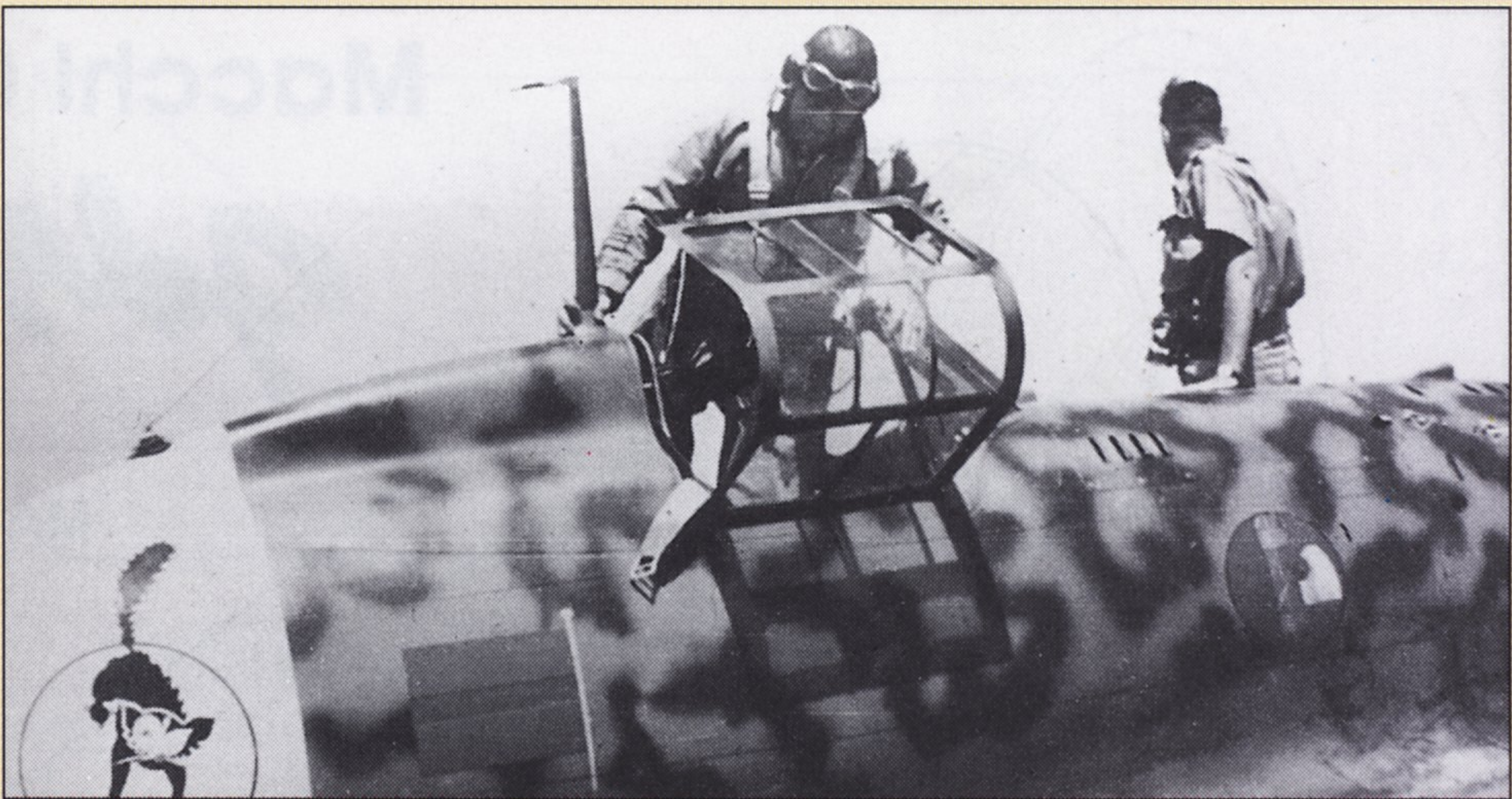
Panels of mis-matching colour schemes on the C.202, though not common, are frequently encountered. Here a Macchi from the 374° Squadriglia (153° Gruppo) in Sicily has a sparse mottled finish while 'smoke' ring patterns are applied to the engine cowling (RJ Caruana Archives)

and sleeker lines. Macchi's private venture paid off as the C.202 soon aroused great interest within Italian Air Ministry circles. Barely a month after its first flight, the *Folgore* was ordered into production. Official tests at the Guidonia Test Centre and, later, over the ranges at Furbara, left no doubt that the C.202 was more than just a promise of attaining international standards. Macchi, on its part, managed to deliver the first production C.202 to Campoformido in March 1941 from where they were picked up by pilots of the 6° and 17° *Gruppi* of the 1° *Stormo*. Training continued throughout that summer until the 17° *Gruppo* was fully re-equipped in October. This was followed by its transfer first to Ciampino (Rome) and then to Comiso (Sicily), their final destination being Libya where they arrived on November 25, too late to reverse the massive British offensive which raised the siege at Tobruk. Italian air force Chief of Staff *Generale* F. Pricolo was sacked due to the delay with which he committed the C.202 into combat, though the transition period was mainly taken up by pilot training and the long time it took for the proper sand filters to become available. Soon afterwards the 6° *Gruppo* joined the 17°, and a long series of transfers over the

skies of Malta on October 1, 1941 when *Capitano* Pluda of the 9° *Gruppo*, shot down a Hurricane of N° 185 Squadron, killing a highly experienced pilot, Sqn Ldr Peter W.O. Mould (DFC and Bar); the Italian pilot was, in turn, to fall victim to Malta's Hurricanes on November 8, when he was shot down over Grand Harbour. The 4° *Stormo* returned to Sicily in April 1942 for a couple of weeks while the 16° *Gruppo* of the 54° *Stormo* re-equipped with the new fighter. C.202s of the 155° *Gruppo* (51° *Stormo*) and the 23° *Gruppo* (3° *Stormo*) arrived in Sicily for further operations against Malta in May, when preparations were in hand for Operation C.3, the invasion of the Island which, however never materialised.

The Tide Turns

By June the number of C.202s in Sicily had fallen to about 60, and in September these were reinforced by the 153° *Gruppo* for the final October assault. By that time Malta well equipped with a strong Spitfire force, and there was little that the Macchis could do except fight a war of attrition. After the suicidal thrust towards Egypt which followed the success of the first half of that year in North Africa, the C.202s found themselves on



Tenente Colonnello Pilota Aldo Raimondini, commander of the 51° Stormo in Sicily, seen entering his Macchi C.202 at Gela in the summer of 1942. Note the command pennant ahead of the white fuselage band (RJ Caruana Archives)

the retreat once more. By January 1943 only a handful remained, operating with the 3° *Stormo* and one *Squadriglia* of the 13 *Gruppo*. The Russian front saw the deployment of a small number of Macchi C.202s. In September 1942, twelve examples were distributed among the four squadrons of the 21° *Gruppo* still flying the older C.200. Their operations commenced in November, just before the Soviet counter-offensive which began on the 19th of that month. Most sorties flown by Italian fighters in this sector were directed at opening corridors for Italian ground forces which had found themselves surrounded. The final sortie was flown on January 17, 1943, a tragic end to a badly planned operation which saw the *Folgore* being sent unprepared and in too small numbers in such precarious conditions. By July 1943, only about 100 examples of the C.202 could be found on Italian soil, most of which were concentrated in the South. During the invasion of Sicily, the Macchi fighter caused considerable losses to the Allies. In less than two months Italy capitulated, the remaining *Folgore*s being taken over either by the Co-Belligerent Air

Force, which was formed to fight on the Allied side, or by the *Aviazione Nazionale Repubblicana* (ANR) of the newly formed *Repubblica Sociale Italiana* in the North. Activities with the ANR were restricted to training and airfield defence duties, while the Co-Belligerents used the C.202s, together with C.205s, as front line fighters until they were replaced by P-39 Airacobras and Spitfires. A few survived the war, and a small number were also refurbished, brought up to Macchi C.205 *Veltro* standard and sold to Egypt. Within our restricted space we could only trace a brief outline of the operational activities of this aircraft. Unfortunately, its production was extremely hampered by the meagre output of about 40-50 engines per month from Alfa-Romeo (partly earmarked for the Reggiane Re.2001) while Germany procrastinated with supplies of original DB.601s. Notwithstanding the tragic consequences in which the RA found itself during 1943, the Macchi C.202 remains one of the great fighters to be produced anywhere during World War II.

Richard J. Caruana



A last, desperate attempt was made by the Macchi C.202s of the 53° Stormo (153° Gruppo) to defend Sicily against the Allied invasion in July 1943 (RJ Caruana Archives)



RAF 'Erks' pose around a captured Macchi C.202 at Luqa, Malta. The aircraft appears to be in good condition though lacking a cockpit canopy (RJ Caruana Archives)

Macchi C.202 Production				
Series	Builder	Matricola Militare	Quantity	Delivery Date
Prototype	Macchi	445	1	6.40
I	Breda	7859-7958	100	7.41-3.42
II	Macchi	7709-7718	10	5.41-6.41
II	Ambrosini	7959-8008	50	5.42-7.42
III	Macchi	7719-7858	140	6.41-4.42
V	Breda	7409-7458	50	11.41-4.42
VI	Breda	8081-8130	50	4.42-7.42
VII	Macchi	9023-9122	100	4.42-7.42
VIII	Breda	8339-8388	50	3.42-7.42
IX	Macchi	9389-9488	100	9.41-2.42
X	Breda	9500-9599	100	7.42-9.42
XI	Breda	6560-6609	50	12.42-4.43
XI	Breda	9602-9751	150	11.42-4.43
XII	Breda	91803-91952	150	5.43-9.43
XIII	Macchi	91953-92002	50	4.43-8.43
XIV	Ambrosini	92003-92052	50	7.42-9.43
XV	Breda	92053-92152	100	??

Macchi C.202

Folgore

MACCHI C.202 FOLGORE UPPER PLAN

Green
wingtip
nav. light

Wing 7.7mm guns
not always fitted

Breda-SAFAT MC.12.7
12.7mm guns in fuselage
as standard

Sand filter
on most versions
after Serie II

Note asymmetric
wing area (shaded)
to counter engine
torque

Note position
and size of
wing markings
(upper similar).
Axes on fasces
always point forward
and towards the wingtips

Pitot this side only

0 metres 1 2
0 feet 3 6
Scale - 1:48

Underwing racks
for external fuel
tanks or bombs
(rarely fitted)

Piaggio
P.1001
propeller

Red
wingtip
nav. light

MACCHI C.202 FOLGORE INVERTED PLAN

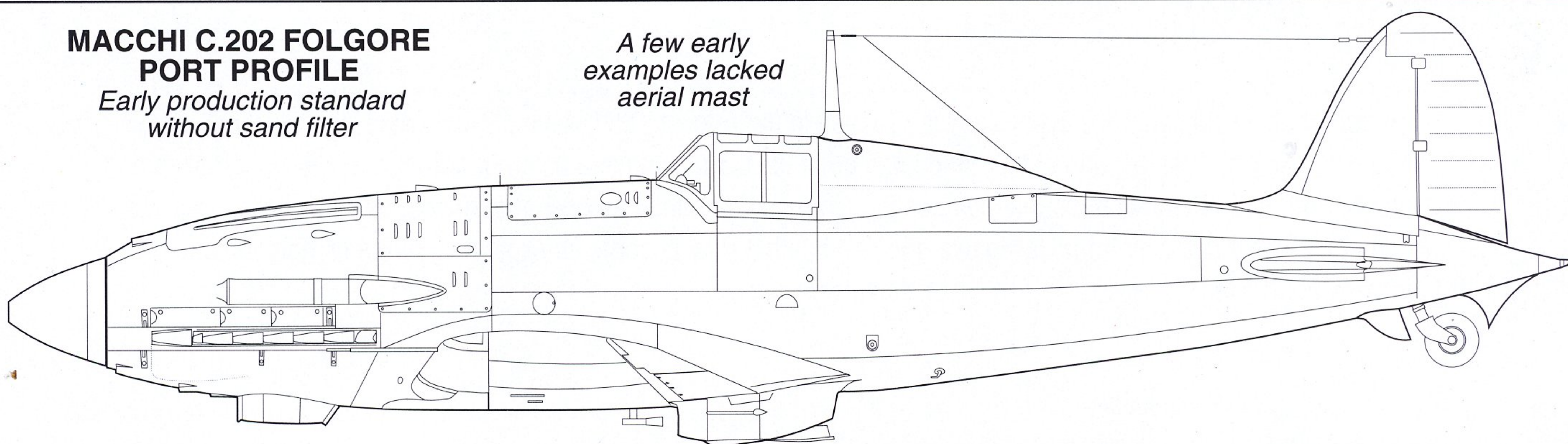
DRAWINGS BY
RICHARD J. CARUANA
© 1999

1 of 2

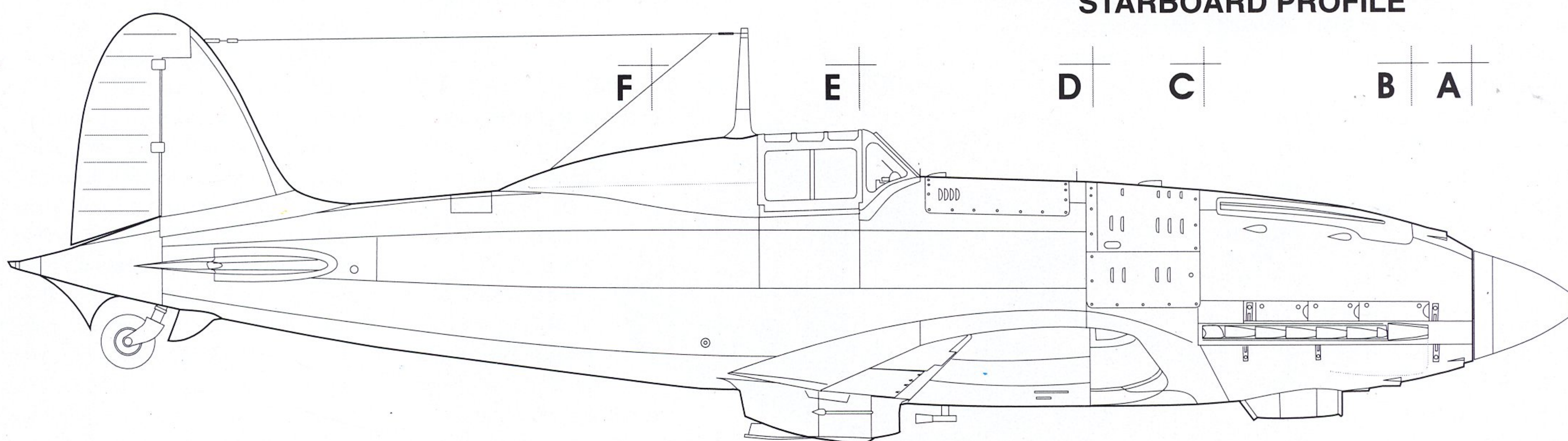
MACCHI C.202 FOLGORE PORT PROFILE

Early production standard
without sand filter

A few early
examples lacked
aerial mast

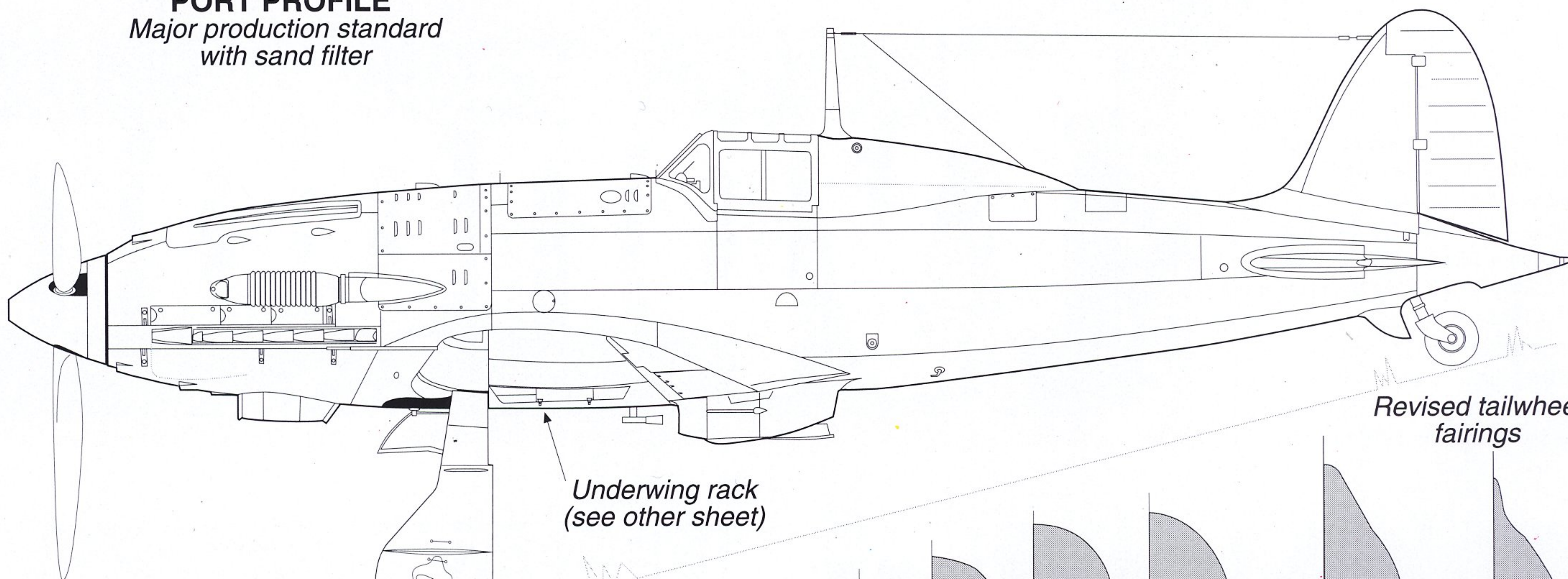


MACCHI C.202 FOLGORE STARBOARD PROFILE

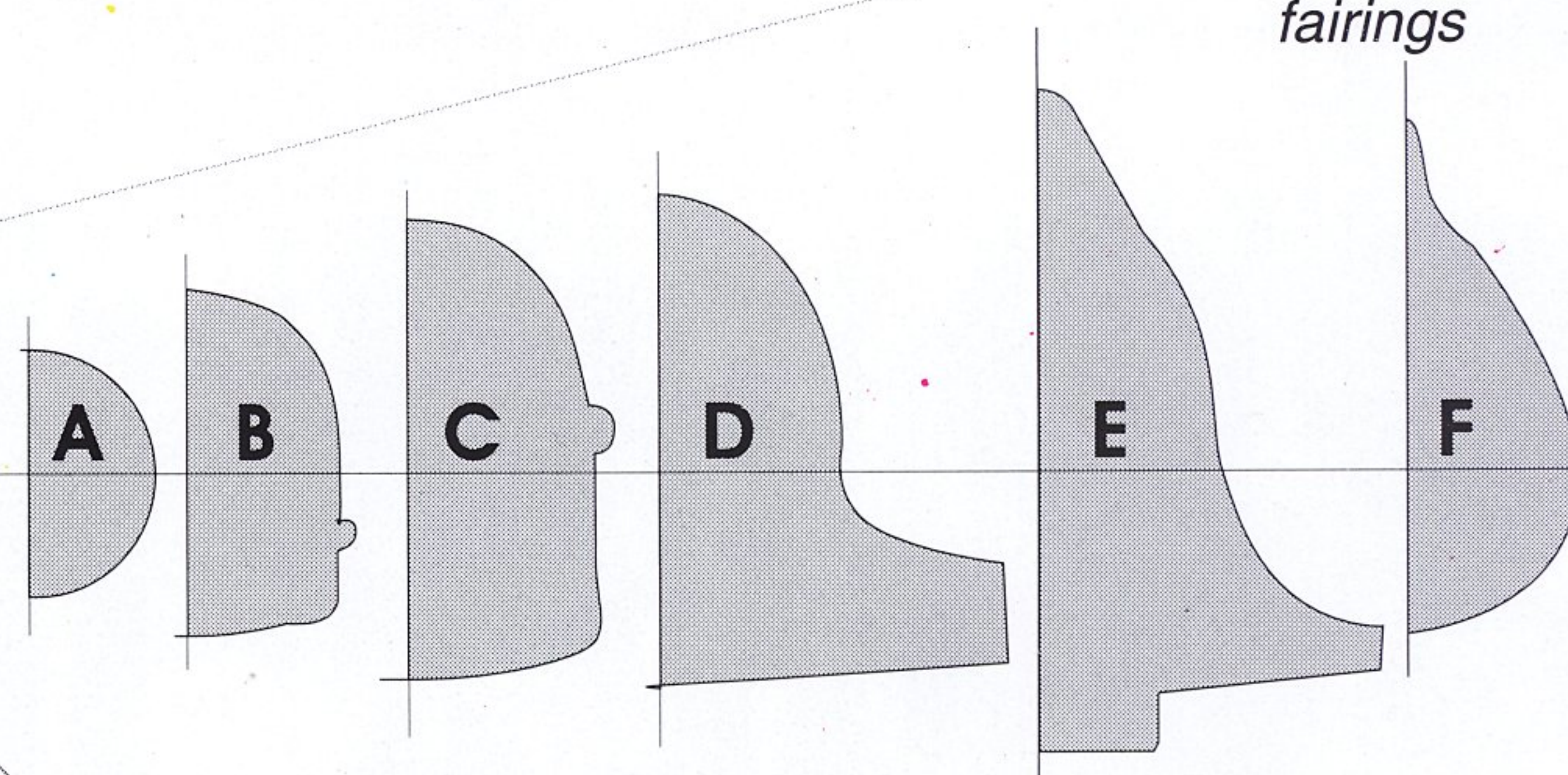


MACCHI C.202 FOLGORE PORT PROFILE

Major production standard
with sand filter



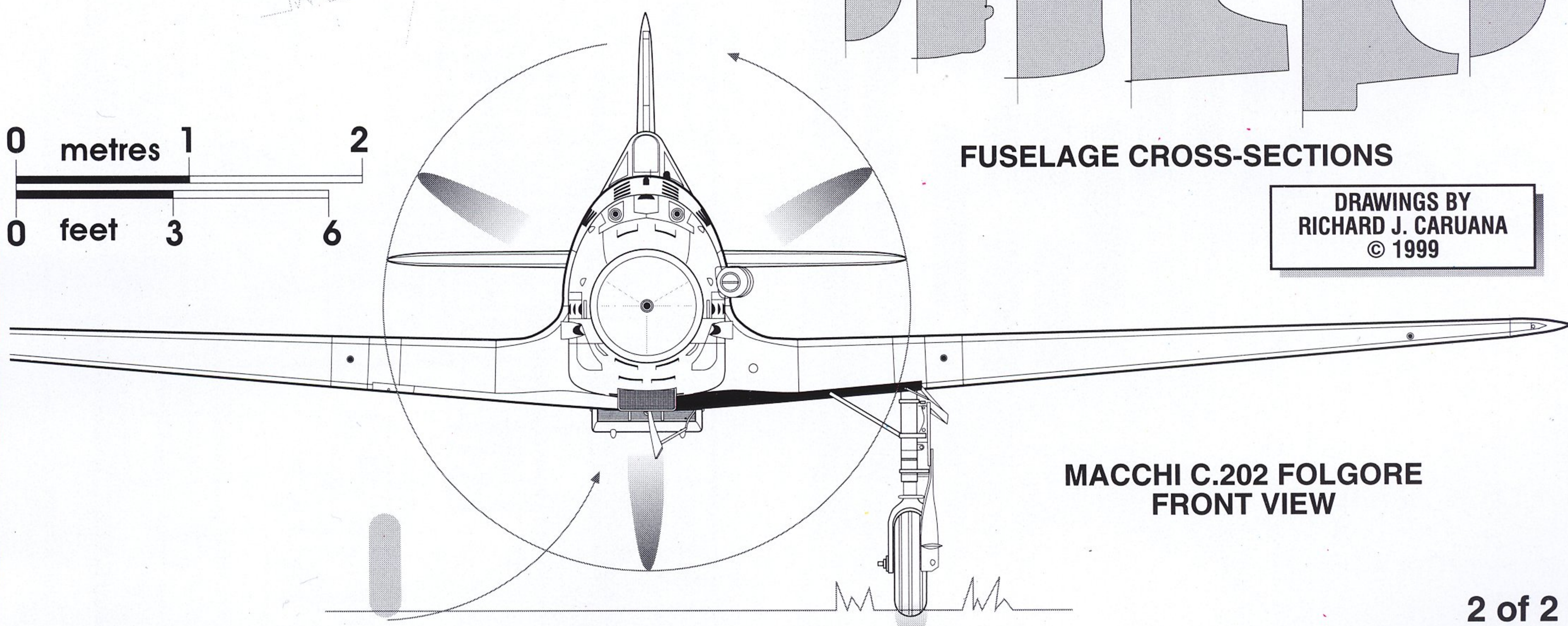
Revised tailwheel
fairings



FUSELAGE CROSS-SECTIONS

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0 metres 1 2
0 feet 3 6



MACCHI C.202 FOLGORE FRONT VIEW

My minor obsession with the Typhoon was revealed in the August 1997 issue of Scale Aviation Modeller International (Vol 4 Iss 8), and at that time I had great ideas of laying in a batch of Monogram kits to complete a number of them. The only thing that has changed in recent months has been that my obsession is now based on one of the latest releases from Hasegawa, the first in what may become an expanding range of Typhoon aircraft.

Although the 'car door' type is not immediately familiar, I was delighted as it allowed me to model one of the many Fw 190 interceptors which I had picked out from the original 'Storms in the Sky' set from AeroMaster.

In general terms I would agree with those who have applauded the level of internal detail in this kit, but when I heard that Jaguars were about to release an update set for this aircraft I put the project to one side as, having worked with one of their Spitfire sets, I just had to include their update in my model.

The Kit

Hasegawa's kit of the Typhoon Mk Ib is an impressive item in its own right. There are 86 parts, both clear and light grey plastic, with many being redundant including full pairs of unfaired cannon barrels and the rudder external mass balance for the earliest aircraft. Two colour options are provided; No. 175 Squadron and No. 198 Squadron, RAF. Both of these subjects are for 'Bomb-phoons', but modifying the kit to an early interceptor is a simple job; you just don't open up the flashed-over holes for the bomb racks.

Detail Set

On the other hand the detail on the Jaguars update set is absolutely phenomenal. There are 35 resin components and an etched brass fret with a further 38 parts, complemented by a

photographic film providing the instruments. The detail on the parts is amazing and getting a good job out of this set is dependent solely upon the modeller's own ability.

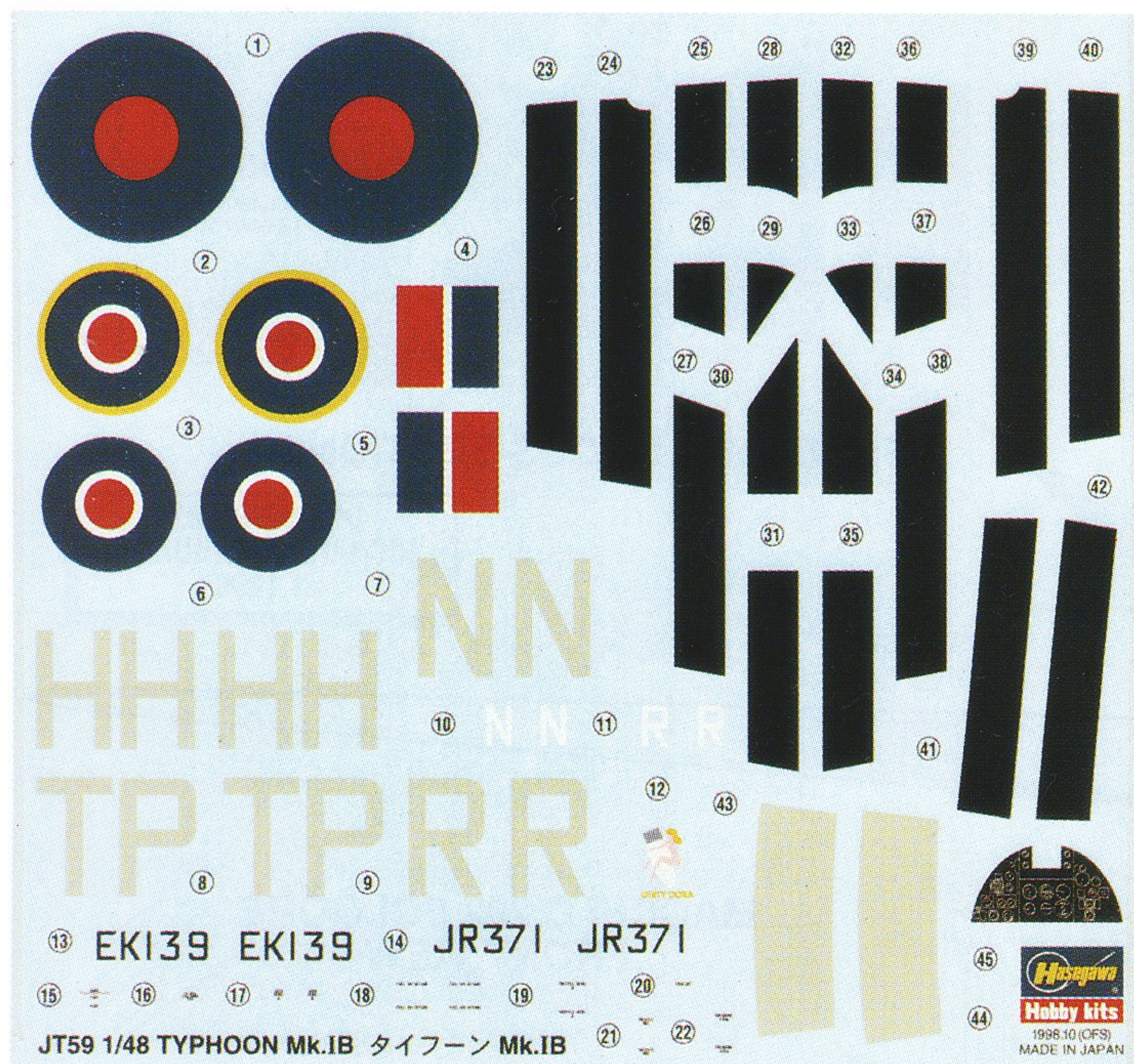
Getting started

The delicacy of the Jaguar cockpit is such that I felt that the model would be substantially finished if I could get this collection of tiny parts successfully finished. After all the initial preparation, the inevitable gentle scrubbing with a worn toothbrush and a mild detergent solution, I fixed the parts, still attached to their casting blocks, to a block

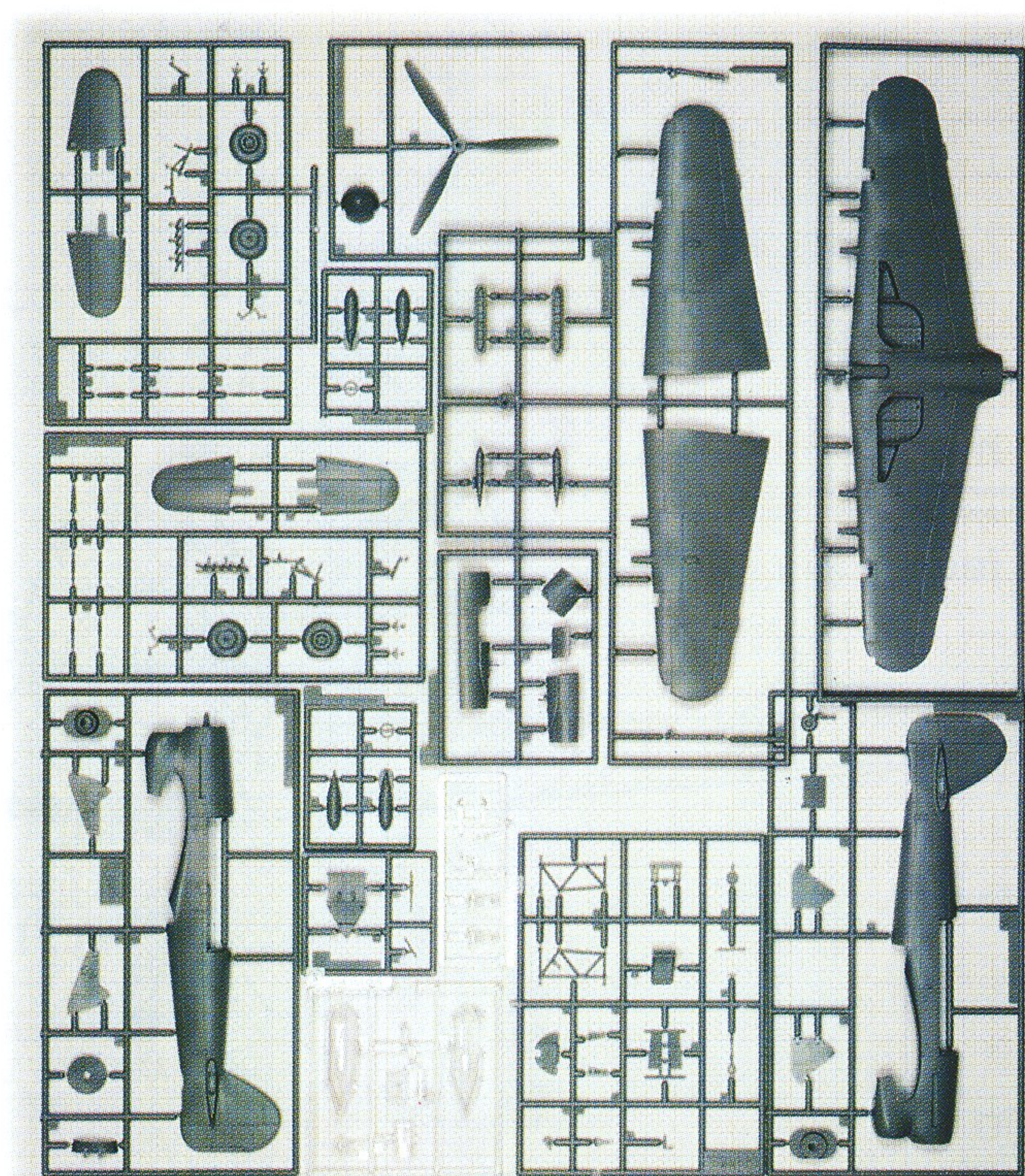
with double sided tape so the whole set could be sprayed with Halford's grey acrylic primer. This was the end of all the really easy work! The problem you have, if problem it is, with this Jaguar set is that so many of the parts are really minute. We're talking here of, for example, selector boxes that are barely a millimetre across. Separating these tiny parts from their resin casting blocks is not a task to be taken lightly. If there are any copies of "Zen and the Art of Model Making" out there, then they should be consulted carefully before beginning work, for it's not a job to be done when one is in a distracted frame of mind. I used a variety of tools to separate the parts, these ranged from an ultra thin fine tooth razor saw to a new scalpel blade via a thin section needle file. Anything that would ease the parts away from the block



Typhoon



The decal sheet



The sprues



1/48th
SCALE

Technical Data

Hawker Typhoon Mk Ib 'Car Door'

Manufacturer: Hasegawa

Scale: 1/48th **Price:** £17.50

Panel Lines: Recessed ✓

Status: New Tooling ✓

Type: Injection Moulded Plastic

Parts: Plastic 70, Clear 12

Decal Options: 2 (No. 175 Sqn. & No. 198 Sqn., RAF)

Manufacturer: Hasegawa Seisakusho Co., Ltd., 3-1-2 Yagusu Yaizu, Shizouka 425-8711, Japan.

UK Importer: Amerang, Commerce Way, Lancing, West Sussex. BN15 8TE
Tel: 01903 765496



Reiteration

by David Batt

without any real pressure being applied, otherwise the tiny fragments of resin could be catapulted out of sight when they came away (Try working with the resin parts and your hands in a large clear plastic bag {so speaks the voice of bitter experience} - Ed). The vast majority of the parts were fixed to some low-tack masking tape that was laid on a block of waste polystyrene. However, a few of the parts were left on their casting block after carefully carving away the thin membrane of resin that was left during the casting process. These parts included the control column, rudder bar, and gunsight mount.

One advantage that the basic Hasegawa kit parts have over the Jaguar parts is that they feature a separate cockpit frame for the cockpit sides, while the Jaguar set relies on a deep undercut under the structural members. As I'm in no way an expert in colour-washing parts after they are painted to give the effects of shadow I elected to pre-shade the structural side members by painting them a brilliant white against a black shadow effect. When the cockpit components were then sprayed with RAF Interior Green (#1120 Aeromaster Acrylic

WarBird Color) the pre-shading provided just enough of a contrast to give a realistic effect. The various control boxes, consoles and instrument panel parts were sprayed with what Jaguars call 'scale black' and I interpreted as an extremely dark matt grey. (Note: In the real aircraft these were anodised black - Ed). To add a little depth to the various cockpit components I picked out the actual control knobs, switches, instrument bezels, et al with Satin Black. Jaguar indicate in their comprehensive instruction sheet how the various switch boxes are arrayed within both the 'car door' and 'bubble-top' Typhoon. (In fact it's worthwhile pointing out at this time that the Jaguar set is really quite comprehensive, including as it does both early and late radiator intakes - the later type having the effect of the cardboard dust filter around the carb. intake itself - the cutback rear armour for the bubble top type of canopy and a replacement anti-shimmy tail wheel suited to late production aircraft.) As I worked on the cockpit's interior I have to admit that I was stunned by the level of detail. For example, the throttle console has four levers, not just the throttle itself but also the

radiator, propeller-pitch and mixture control levers as well. The control column is provided in two resin parts, the lower strut and the articulated upper half which ends in a beautifully detailed spade grip, and includes an etched-brass part representing the upper pulley and the chain drive to the ailerons. However, working on parts as tiny as this does generate some nit-picking attitudes and I felt it necessary to add the T-shaped control handles to the right cockpit console, and I also used some of the redundant control levers on the etched-brass fret to replace some missing levers on both the left and right consoles, and the door-lock handle on the resin door. (Upon checking with Jaguar it appears that the T-handles should be moulded on the console, and it's possible that my review set was slightly lacking in this area. This only goes to show that reviews aren't based on specially selected kits!). The only work that has to be done on the basic kit parts to make them accept the detailed pieces is a thinning down of the cockpit coaming. I all but scraped completely through the plastic while preparing the upper cockpit parts for the resin back plate to the instrument panel,

but found out later that this was a redundant effort. More on that later.

Following advice from Roy Sutherland of Jaguars, I assembled the entire cockpit as a 'tub' before installing it through the wing aperture in the bottom of the fuselage. Fitting the resin parts together was a delight, for they have tiny locating pins and sockets that would put many an injection moulded kit to shame. With the benefit of hindsight I would install the gunsight and its mount from below before installing the cockpit tub. I left it until the last minute and found it impossible to properly place the sight and its tiny little strut under the cockpit coaming after construction.

Cutting plastic

After the intensity of working with such tiny parts I thought that the assembly of Hasegawa's kit would be a doddle, but I was to be proved wrong. The major problem came about because of the way Hasegawa have tried to cover all their options by producing fuselage halves with the separate segment around the cockpit opening to cover both the bubble top and car door aircraft. Strangely I found that

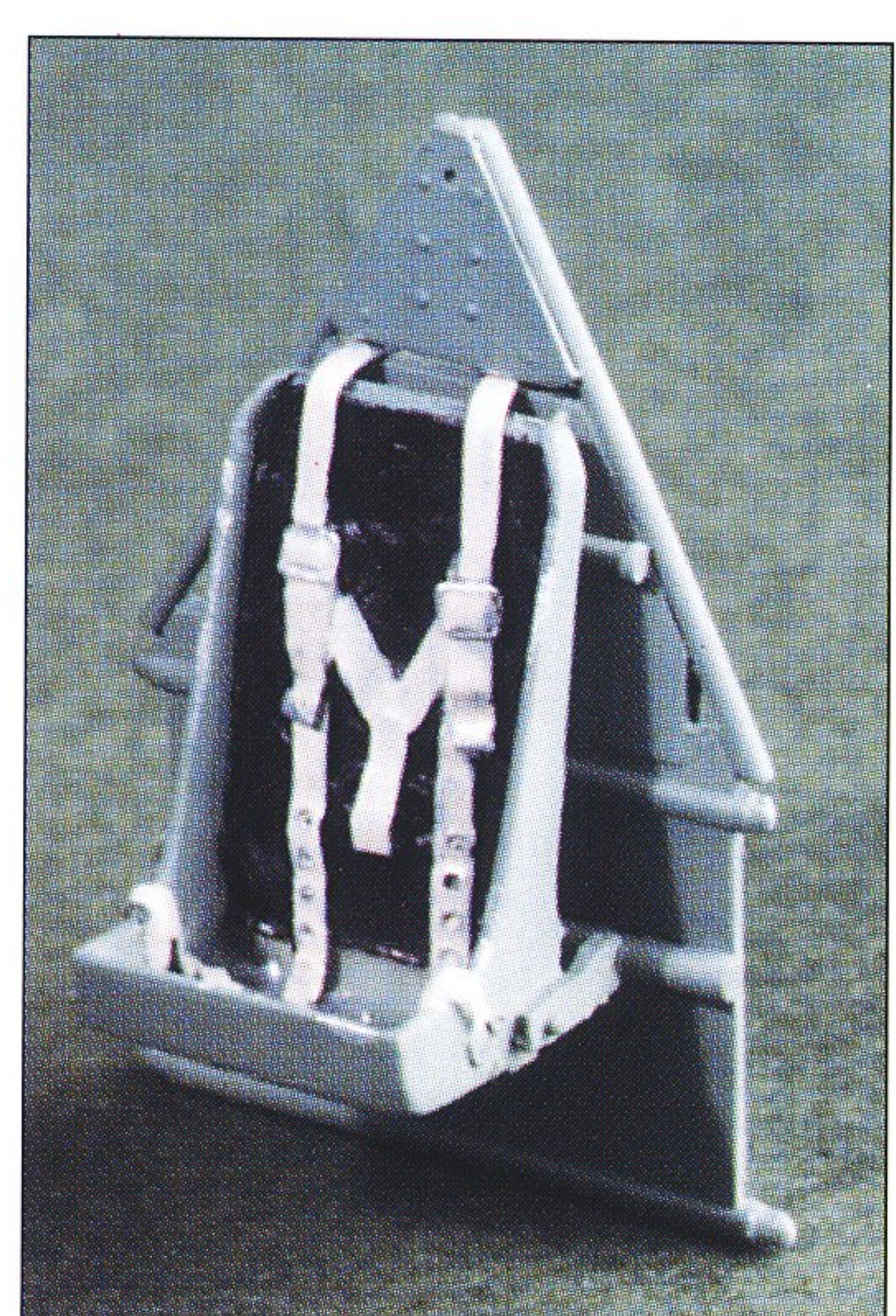
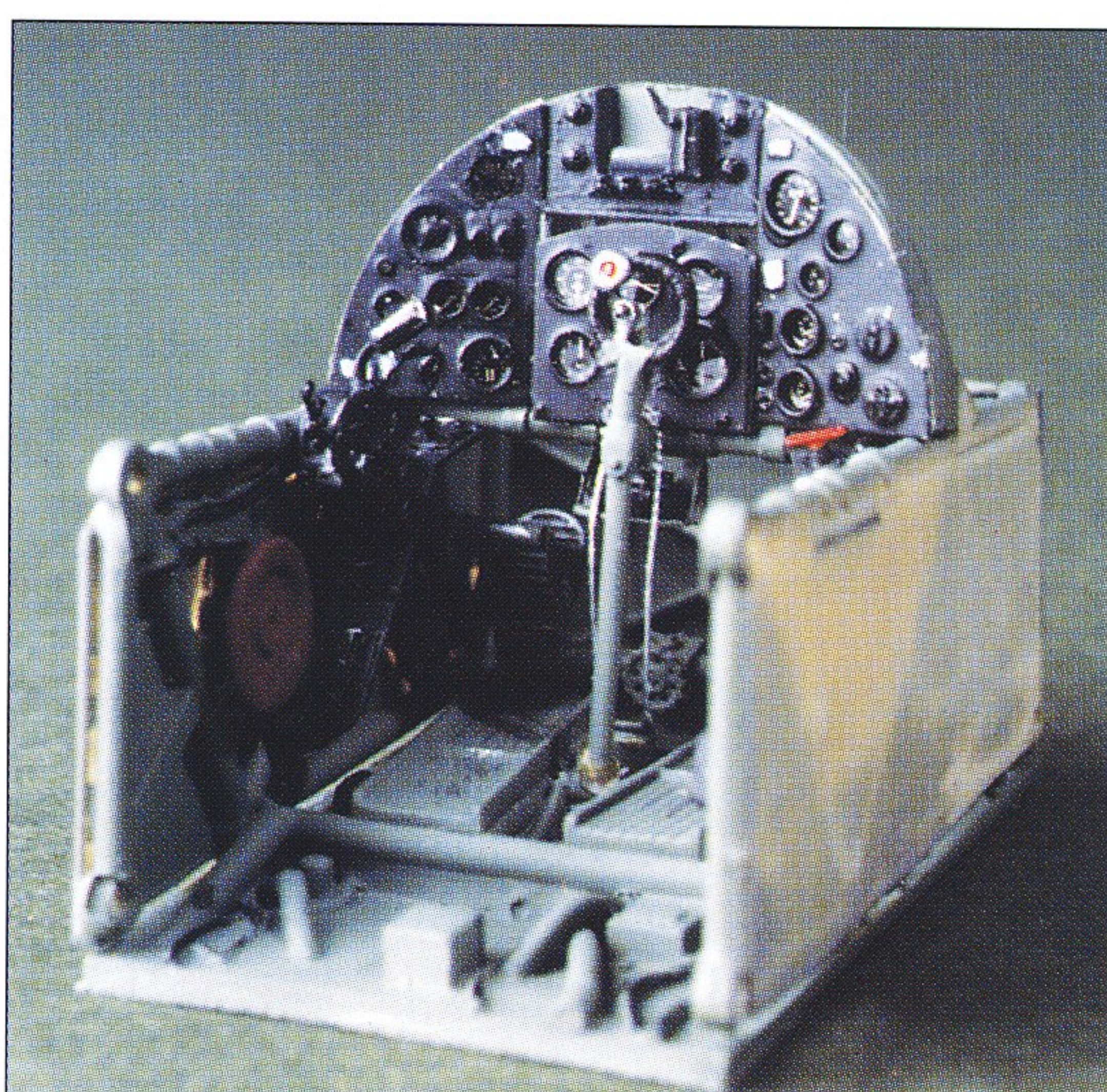
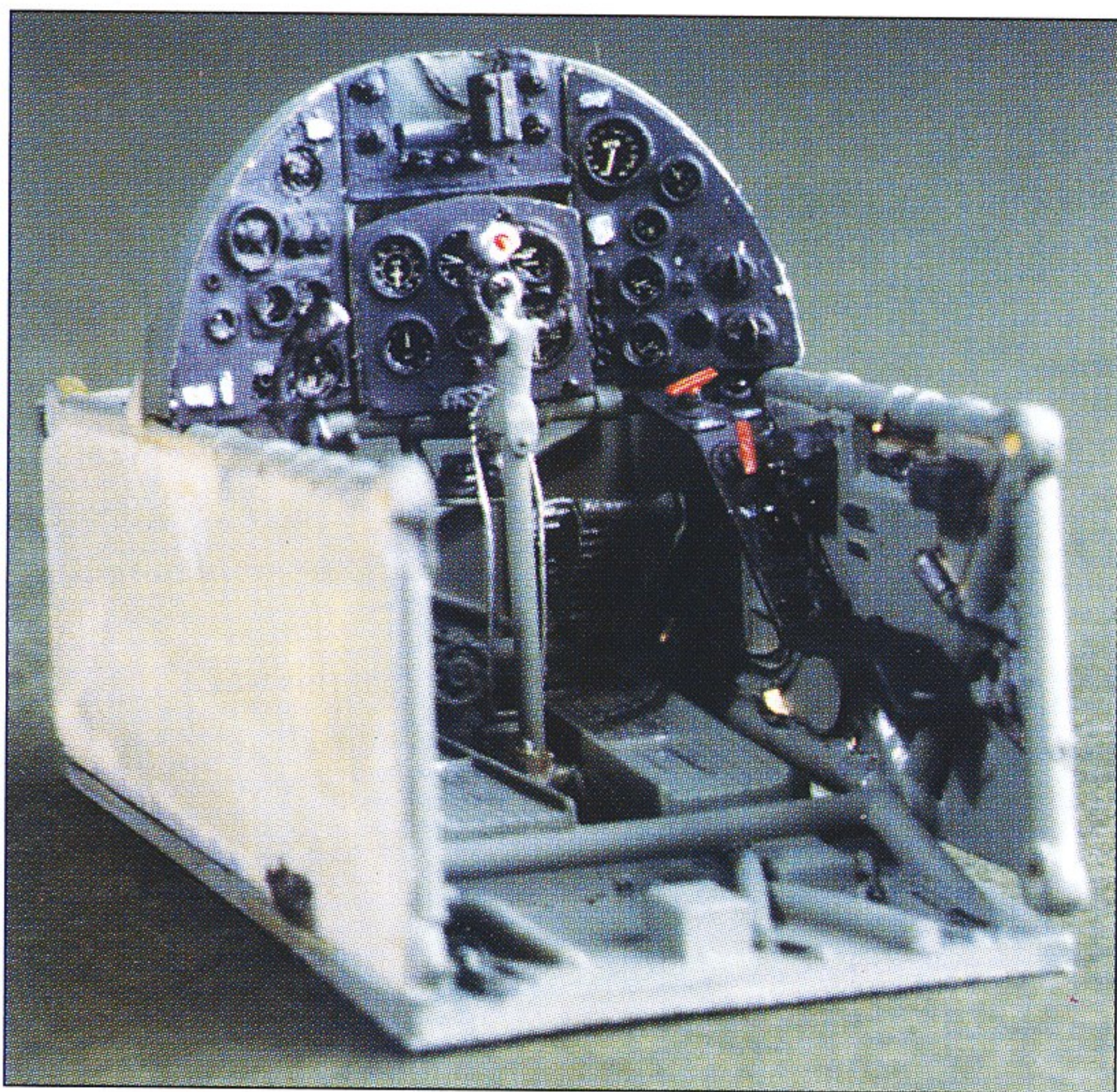
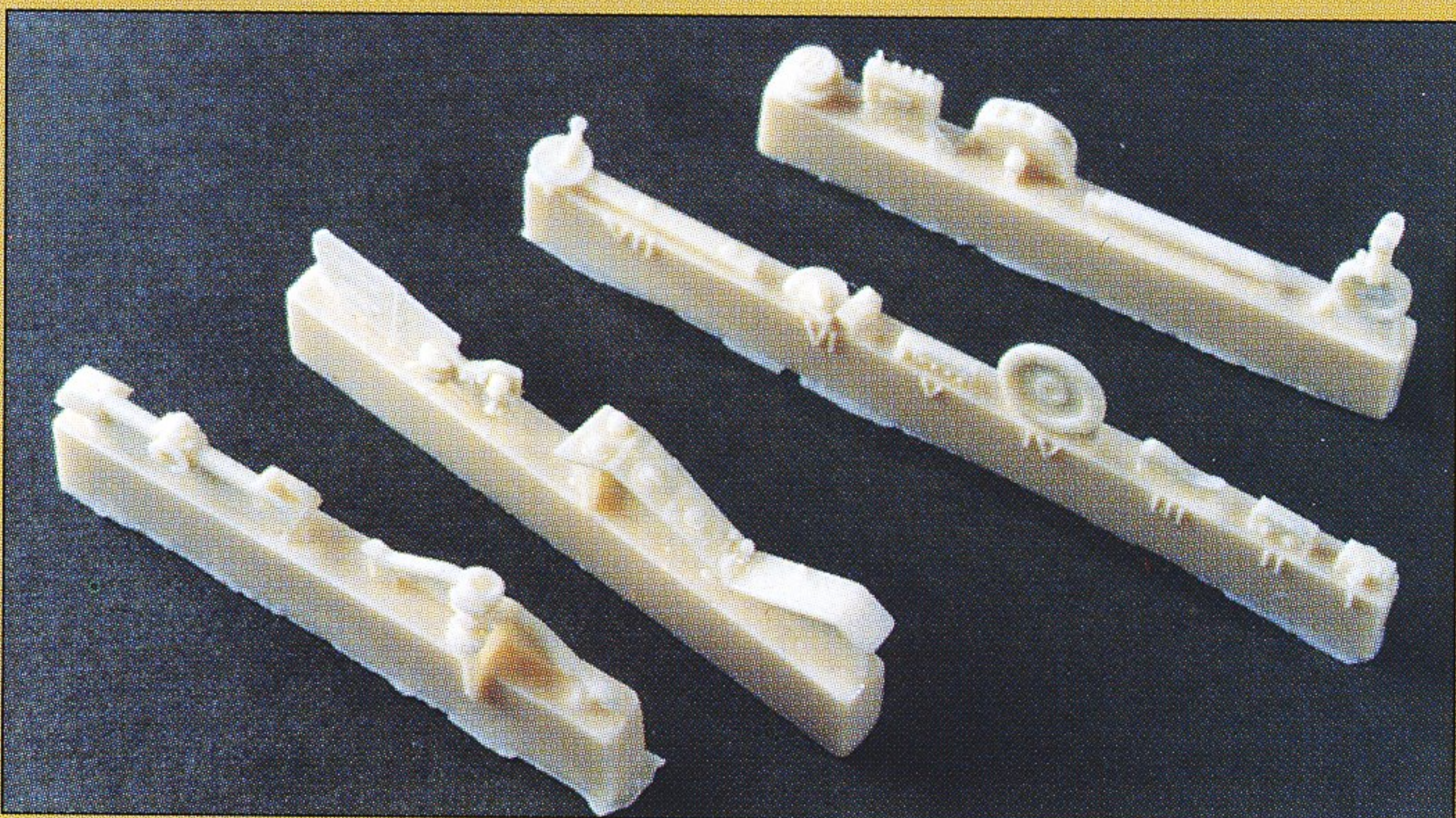
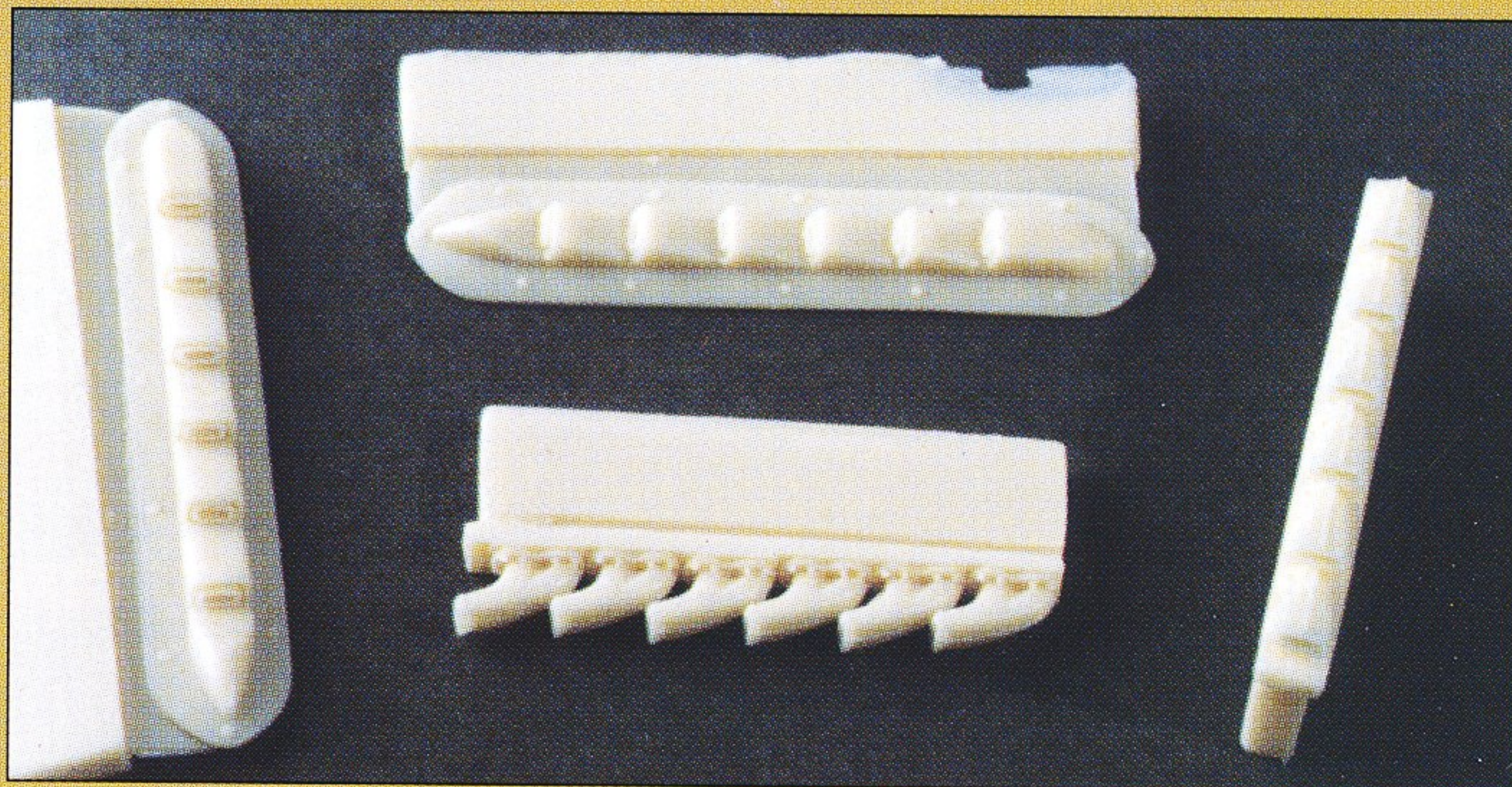
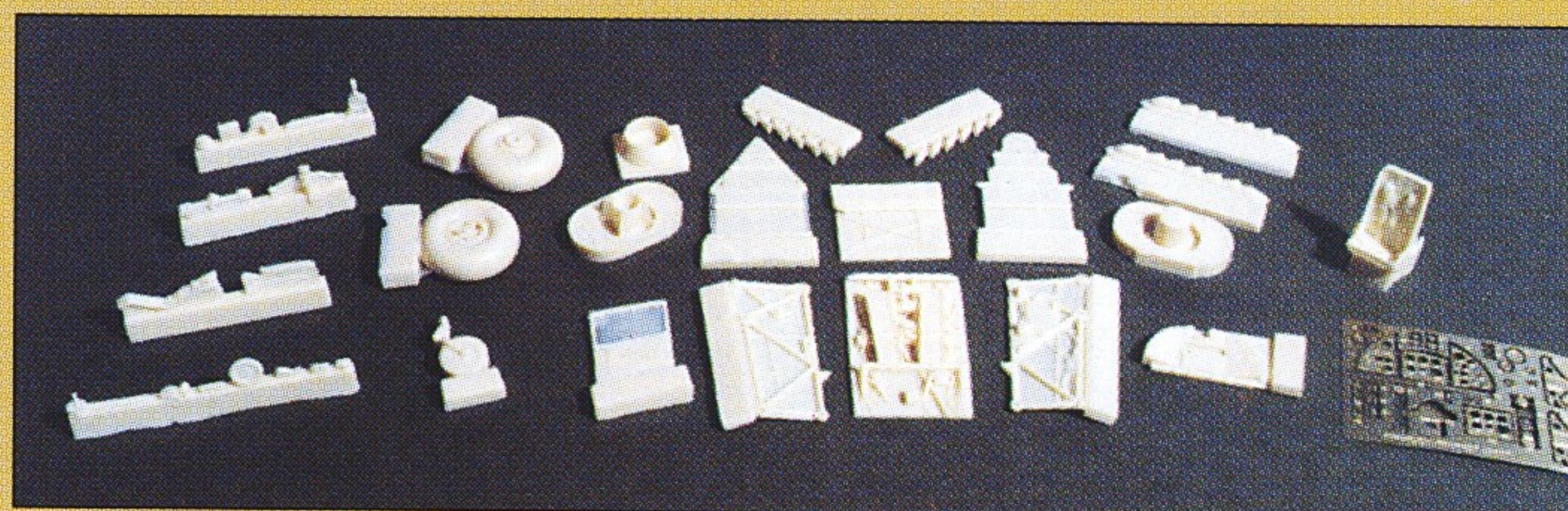
most of the problems revolved around the right fuselage half, so it is entirely possible that I had a slightly aberrant kit. There's been a fair amount of discussion about the best way of assembling this area of the kit and I elected to fit the small upper parts (J1 and J2) into their respective fuselage halves before further assembly. I found that the left insert fitted almost perfectly and required no more than a light sanding and polishing with toothpaste to give a good finish. However, the right panel (which included the space for the car door) presented a really terrible fit which required several filling and sanding operations to provide a tidy finish. However, I was dismayed to find that after all this work the inset parts failed to meet on the fuselage centre line and wedges of plastic card had to be inserted to bridge the gap. Before the joint could be completed I had to work ahead and check that the cockpit canopy would fit properly, and I made use of the closed canopy (part K1) as a template in this task.

A major problem came about as a result of the way in which the forward cockpit coaming had been thinned down, for there was so little plastic left a strong joint could not be formed and evidence of this can still be seen on the finished model. Once again with the benefit of hindsight I would suggest that a possible cure to this would be to fix the resin base to the instrument panel into place with a strong gap filling adhesive before the upper join is completed to hold all the pieces in place before the filling and sanding work is done. As it was, I discovered

needed here as well. The main lower wing panel was glued into place into the fuselage, taking care to keep the rear join line as neat as possible. I then glued the upper parts of the wings against the fuselage sides and left all the joints to dry fully before closing up the upper and lower wing panels. This reduced what may have been a major filling and sanding operation to a simple 'flood and wipe off' task with Tippex. Incidentally, take care here to make sure the cannon barrels line up accurately or you may end up with some very oval sections when the join line is tidied up.

I like to cut away elevators from tailplanes whenever time permits to droop them slightly, and when I was doing this I noticed some very odd 'wedge' shapes on the elevators. I can't imagine what they are supposed to be nor could I see any photographic evidence for them in my reference works, so I carved them off and polished the marks away. It's possible that by the time this review is published I might see some concrete evidence that suggests they should be there but as I write I am quite happy to remove them.

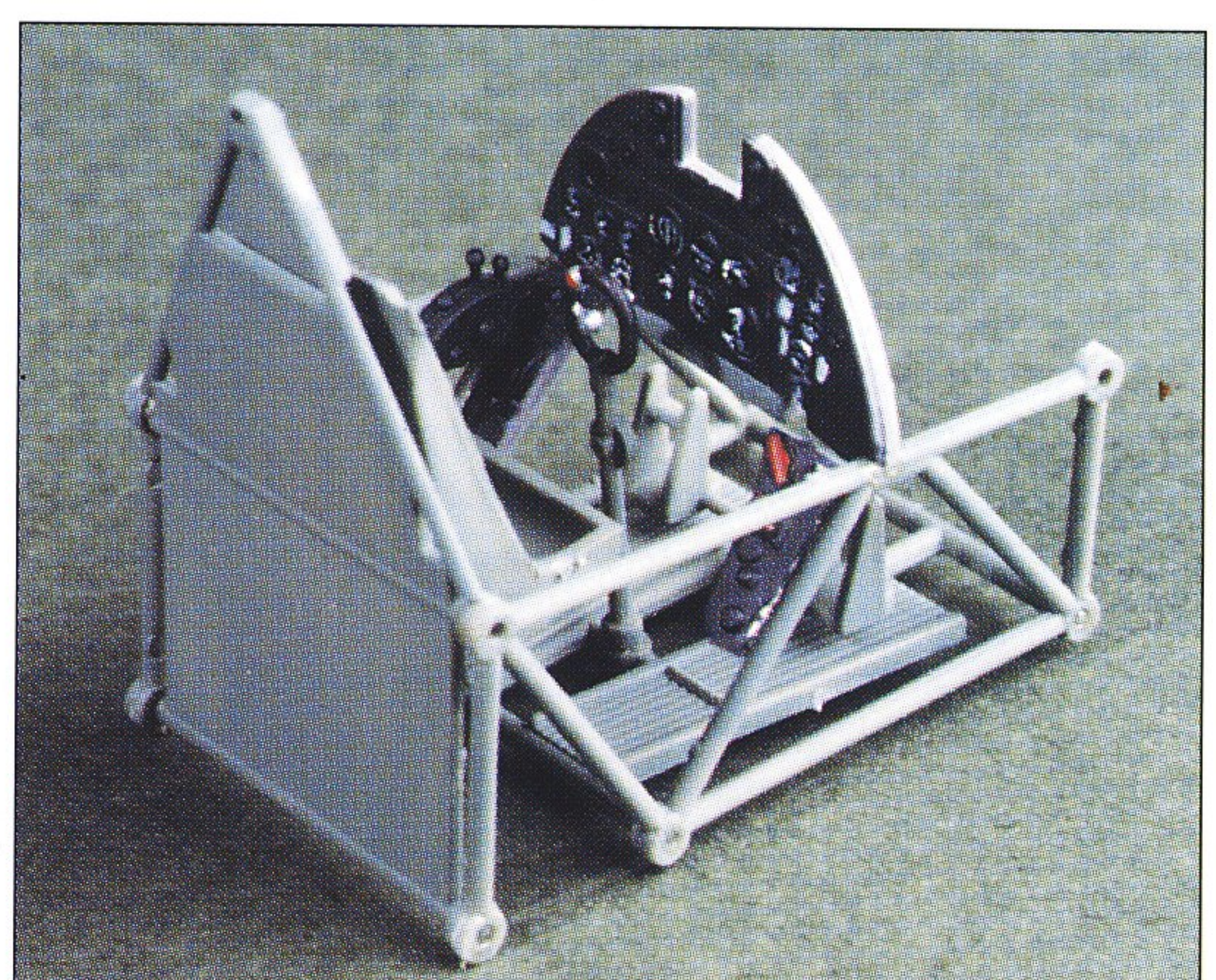
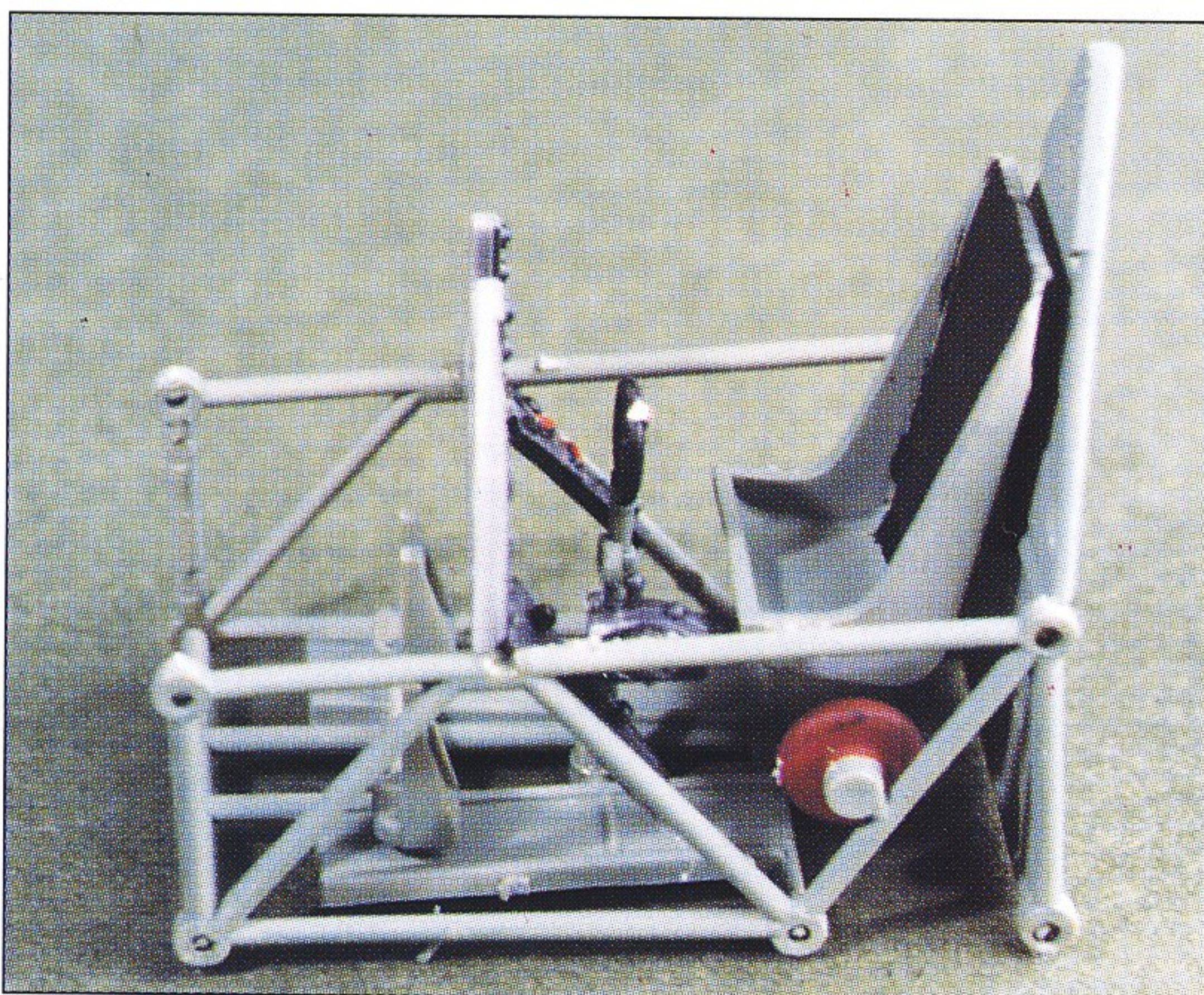
With the airframe substantially completed it was time to check out all the major joins prior to the model's first coat of sprayed undercoat. Once again I found that the right fuselage half had caused problems, this time there being some anomaly that prevented the trailing edge of the wing and the root fairing closing up properly. Pegs and spring clips helped a lot to force the parts together but even so some filler was needed in this section.



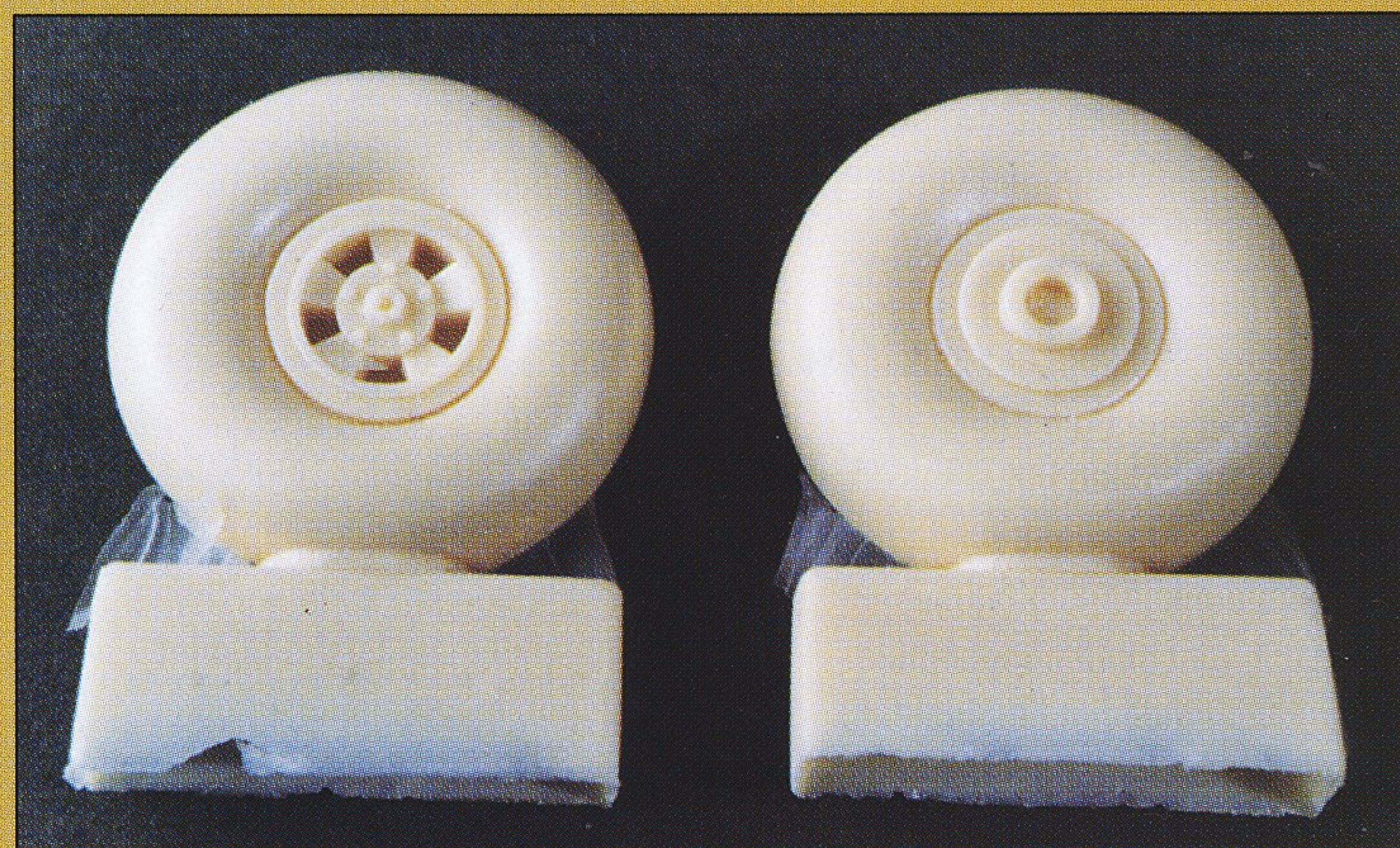
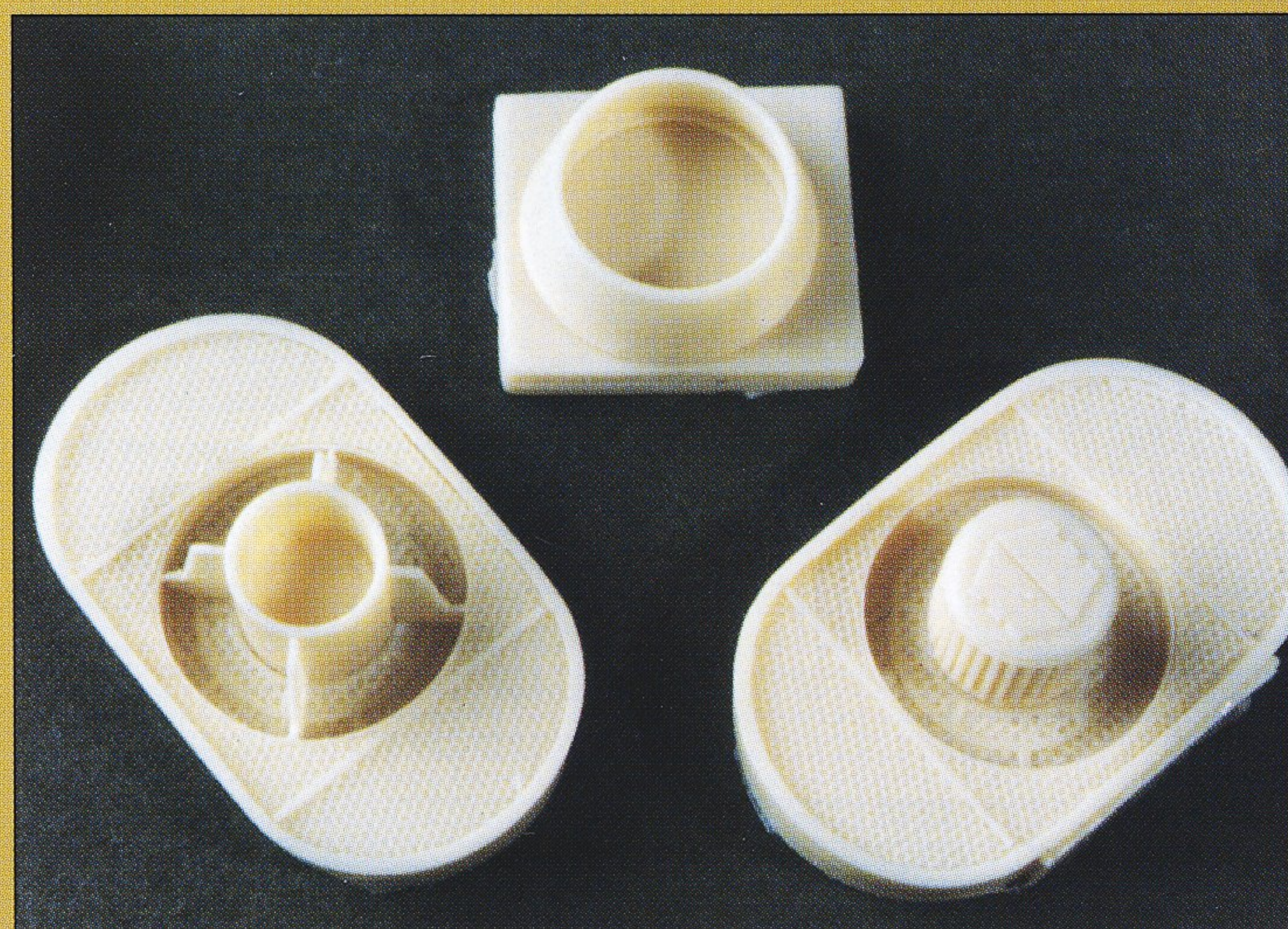
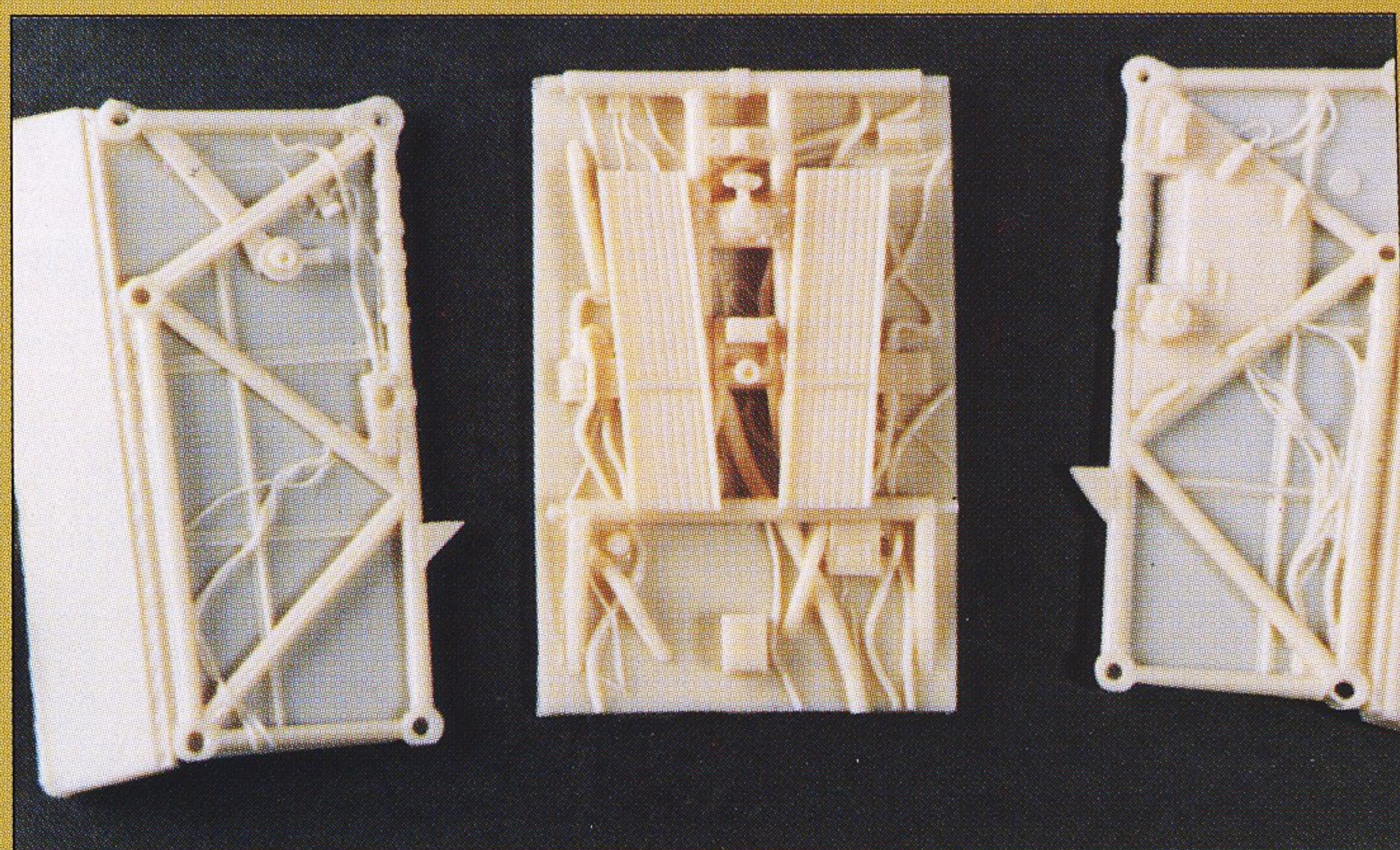
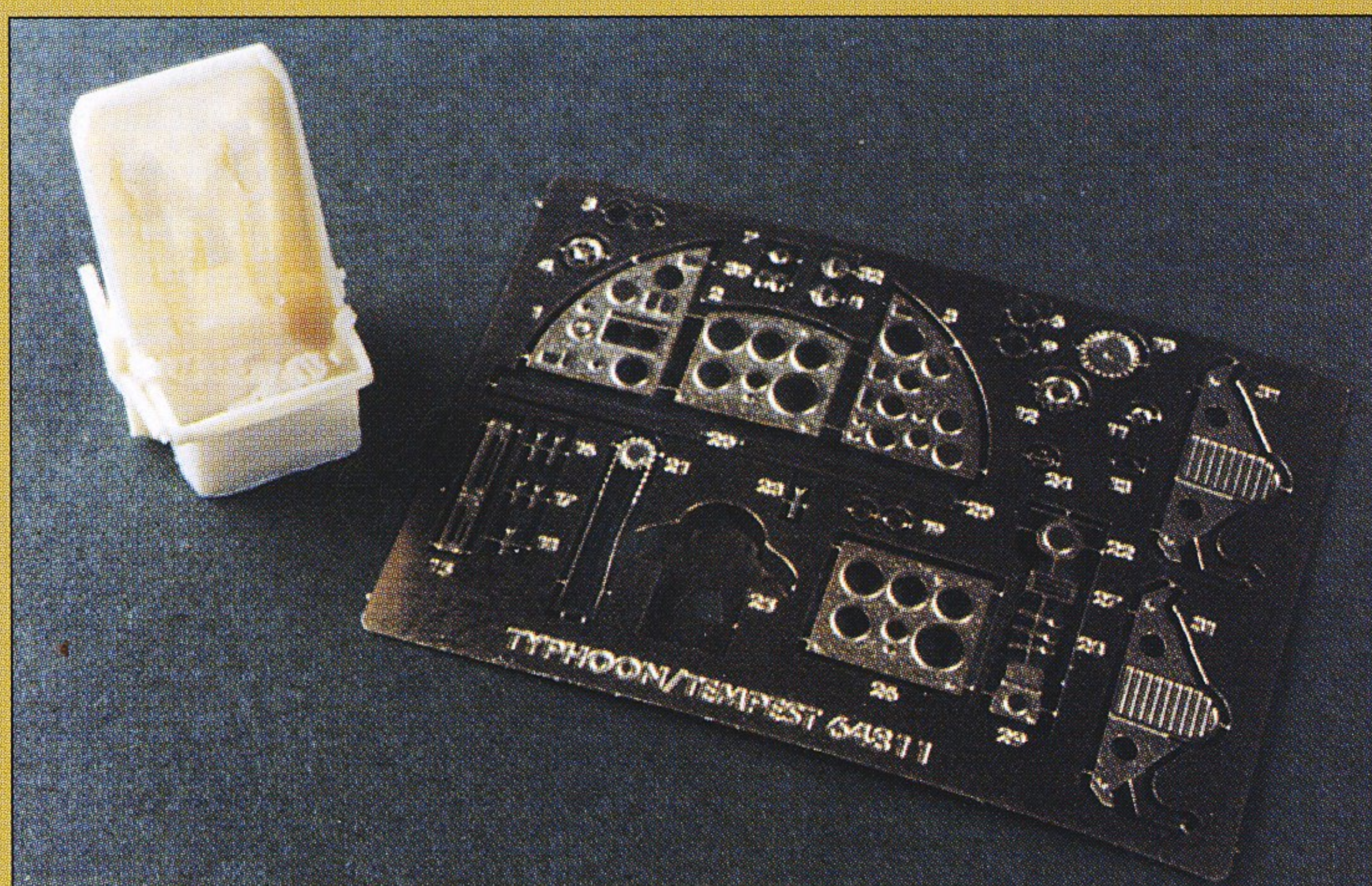
This is result of your scribe's efforts with the Jaguar set. The greatest ingredients the builder has to provide are patience and foresight rather than pure skill, for the parts all but clip together.

that I'd scraped away far too much plastic by offering the two insert pieces together when they were being modified to accept the resin instrument-panel section. I'd have been better off allowing for a 1mm gap.

From this point on the work was very straightforward. The radiator insert, whether the original kit parts or the very neat resin items in the Jaguar set, can be inserted through the wing opening after the fuselage halves have been assembled and the joints cleaned up including the part #A6 which forms the upper lip of the radiator intake. During a dry run of the major components I discovered that it would be easy to produce large gaps between the upper wing panels and fuselage side, so a little bit of effort was



This is the Hasegawa cockpit built straight out of the box. It's not realistic to expect this to be to the same standard as the Jaguar offering for it's produced for a different market, but the potential is here for the experienced builder to produce a comparable product if they felt the effort was required.



This array of photos show the contents (apart from the photo film for the instrument faces) of the Jaguar update set for the Hasegawa Typhoon. The quality speaks for itself.

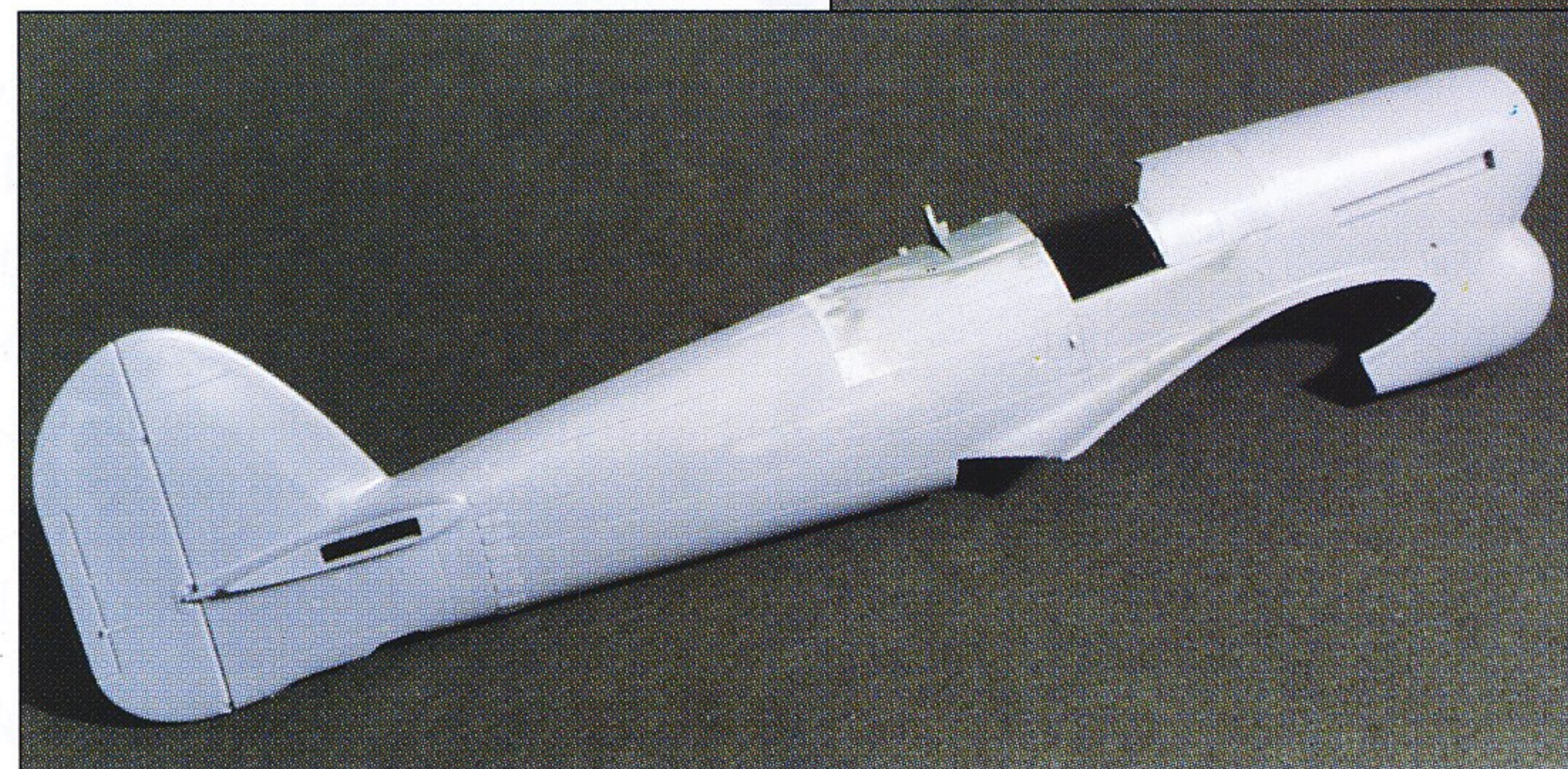
Fine Details

There is something about the Typhoon that makes it look massive and substantial even in model form and this leads to the risk of some clumsy handling. At least that is what happened to me. I'd made the mistake of adding the various fine details, such as the pitot head and the whip aerial on the underside, and I knocked these off repeatedly between the completion of the airframe and final assembly. I'll learn from this lesson and in future I'll be cutting these small parts away from the sprue and gluing them to scrap sprue in some out of the way area by their contact points where the scar won't show, and they can then be sprayed en-masse along with the basic airframe.

Working with these small parts reinforces the point that this kit has some superb mouldings. Tiny items like the whip aerial and retractable footstep and the various undercarriage legs and retraction struts are really quite superb. On the other hand the radiator flap has a very crude trailing edge while the cannon barrels (specifically the redundant un-faired ones) look like something from a Dalek in a 1960's episode of Dr Who. The bombs that are supplied in this kit are 500 pounders and I was mildly disappointed not to find some early war 250 pounders for my spares box desperately needs some of these. Mention must be made of the very neat, separately-moulded sway braces on the bomb racks. Wheel, propeller and optional exhausts are all very neatly produced, and Hasegawa have begun to use 'Poly-caps' to provide a neat, glue free fixing where appropriate.

The Jaguar pack contains several items

that very effectively replace the kit parts. These include some beautifully moulded exhausts, both open and shielded, and replacement tyres and tailwheel. At first glance the mainwheels appear to be no better than those applied in the kit, apart from an effective bulged and flattened effect, but they do include a castellated nut at the hub centre. Notice that the replacement tailwheel in the Jaguar pack represents the later 'anti-shimmy' type and is not relevant to the subject model. Before the cockpit canopy can be fitted the enclosed part of the upper fuselage has to be painted and I remain unsure as to the exact colour that should be used. There is evidence to suggest that it should be Ocean



Grey and/or Dark Green rather than the expected RAF Interior Green, and I decided to use Ocean Grey (In all Typhoons and Tempests this area is matt black -Ed). The high level of detail extends even to this small area of the kit, with both the clear light and the minuscule rear strut to the



These two photos show the worst area of the basic Hasegawa kit, the fit of the cockpit inserts. In my kit the worst problems revolved around the right fuselage side (which indicates it may be a 'one-off' production problem) but I don't think the fit along the centreline join can be improved upon.

head armour being reproduced in the Hasegawa kit.

Covering up

I have become quite keen on the expanding range of AeroMaster acrylic paints and made use of these and also the new 'bagged'

paints from ModelMaster. After fitting the opened canopy (part K3) with Humbrol Clearfix I sprayed the cockpit area with RAF Interior Green. The first spraying session attended to the Insignia Yellow (ModelMaster #E0593) wing leading edges and upper wing stripes, while the fuselage band and spinner was sprayed with UK Sky Grey (paint #1114) from the AeroMaster range. Once these were masked off the high visibility striping on the underside of the wing was sprayed with matt white and matt black from the ModelMaster range (paints

#E0053 and 9983). Note that the black stripes are provided on the Hasegawa decal sheet for those who would like to save themselves a bit of redundant masking off. With the wings striping completed I cut away the masking where it passed over the undercarriage wells, for I believe these, along with the interior of the wheel doors, should be sprayed in the Medium Sea Gray, paint #1113 in the AeroMaster range. Upper surfaces were sprayed in Ocean Grey and Dark Green, (paints #1112 and 1111) and I think on reflection that paper masks stood off on beads of Blu-Tack would have given a better effect than a freehand spray job. The AeroMaster paints come out with a beautiful matt finish which is not ideally suited to the application of decals. Klear floor polish was sprayed on to the model to give a glossy finish and then the decals were added from an

old AeroMaster sheet, 48-059

'Storms in the Sky'. I do not know whether it is the age of this sheet, or that the model needed further coats of Klear, or it may be that my decal setting solutions have gone 'a bit off', but I found that some of the decals silvered badly. My thanks go to the anonymous young lady at Hannants who made a special effort to get a new supply of AeroSol and AeroSet to me by next-day delivery, for these helped a lot to settle the decals down. Alas the job is still not perfect but with a deadline approaching fast there was no time to replace the decals.

Incidentally, the kit decals look and work extremely well, my not using them on this project was just a matter of personal choice. The register is excellent and the often-problematic RAF Sky comes out looking very good. The sheet includes the black underwing stripes and the wing root walkways and a handful of stencil details. My personal view is that the red and blue of the roundels and tail flashes look a little too dark, but I don't claim to be an authority.

With the model finished a coat of ModelMaster matt varnish, once again from their range of bagged paints, was sprayed on to complete the task. Final assembly then only took a few hours. The exposed gun barrels (parts Q8) were sprayed with Gunmetal from the Humbrol Metalcote range, while the exhausts were sprayed with

Polished Steel from the same range. A light buffing up brought out all the moulded detail, especially the 'weld seams' and the open ports in the Jaguar exhausts. Smoke stains were sprayed on using Xtracolor Exhaust (X504) and paint chipping was applied around the various access panels with flecks of Humbrol

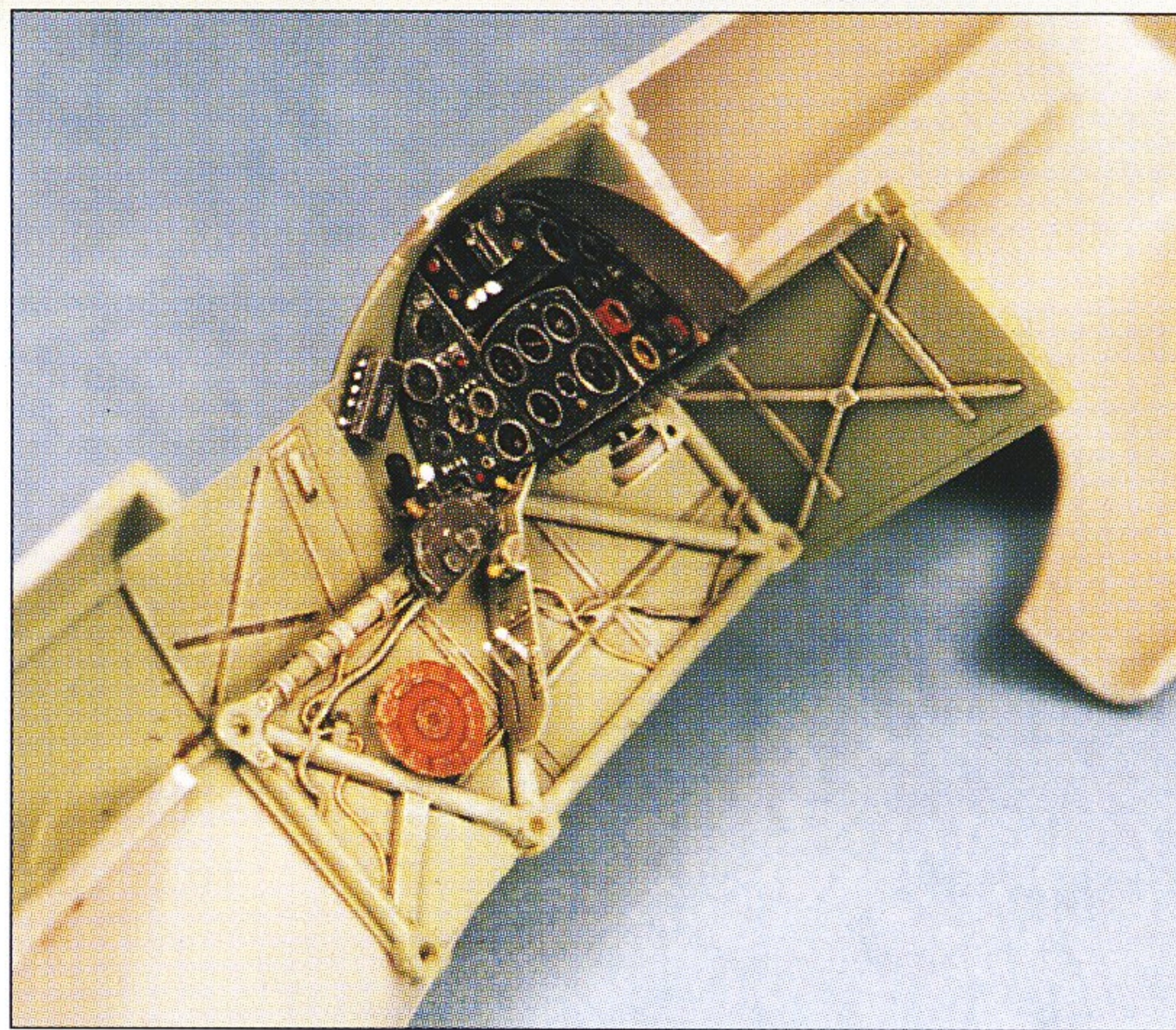
bulbs. The navigation and landing light covers were fitted with Humbrol Clearfix while the replacement resin door was glued into place with superglue. The last touch was the addition of the radio aerial from heat stretched clear sprue, and though the box top artist

suggests the use of Spitfire-style IFF aerials I could see no evidence of these in any photographs so didn't fit them at this time.

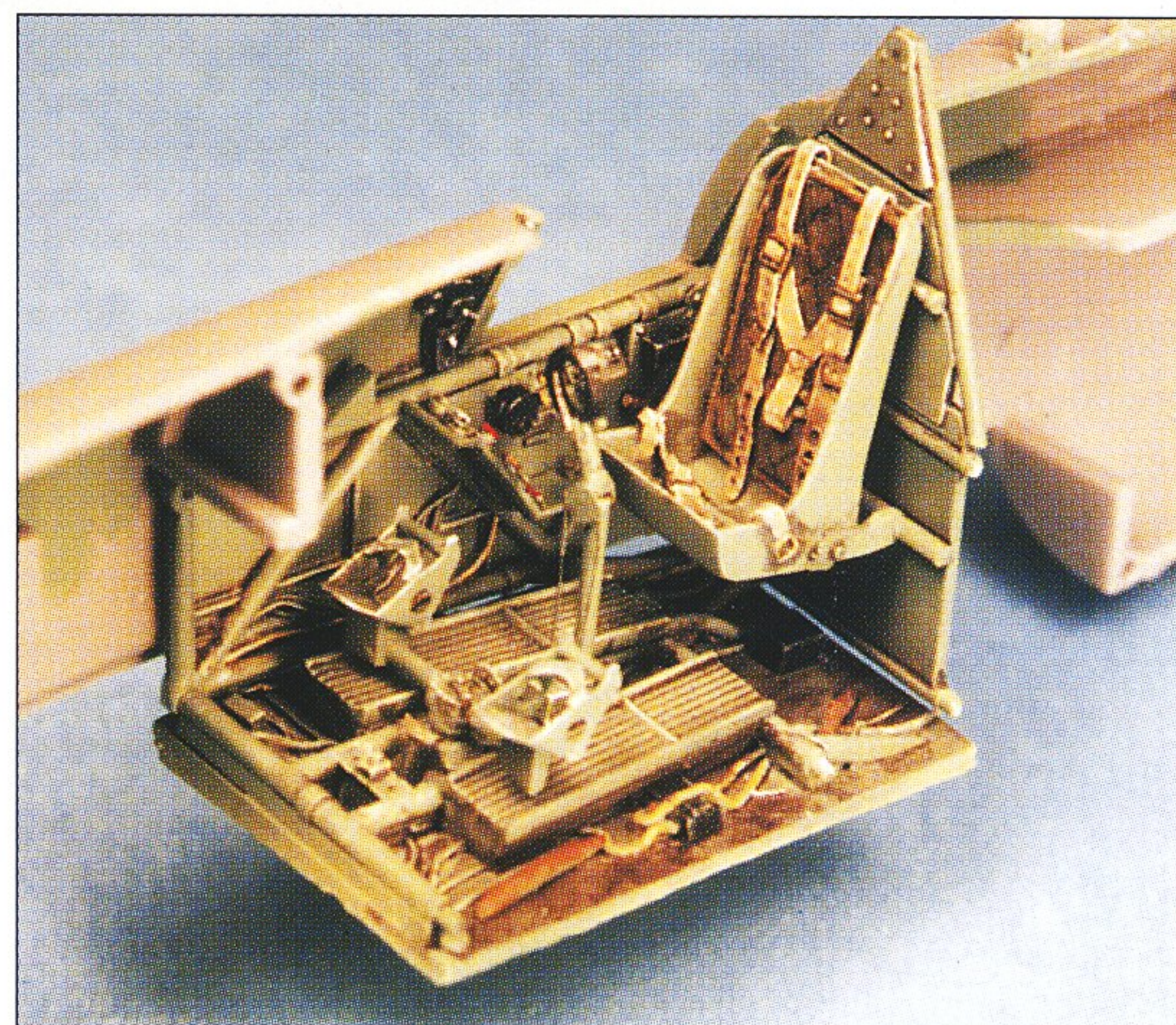
(The two IFF aerials were only fitted to the Typhoon once the TR.9 radio was upgraded to the VHF TR.1143 installation - Ed).

Summary

Well, though the Jaguar set is an absolutely superb item the kit from Hasegawa is a little



And as a tailpiece to the cockpit comparisons, here's the Jaguar cockpit built up by the manufacturer, Roy Sutherland, who really knows what he's doing!



Polished Aluminium.

I took note of some of the suggestions made by Mike Hyrons in his build of the Monogram Bf 110G in the February 1999 issue of SAMI, particularly relating to cutting circles out of masking tape and applying the tape to wheels to help when spraying the effect of a mud stained tyre. I

drilled out the inside of the navigation lights so that a drop of paint could be applied giving the effect of coloured navigation light

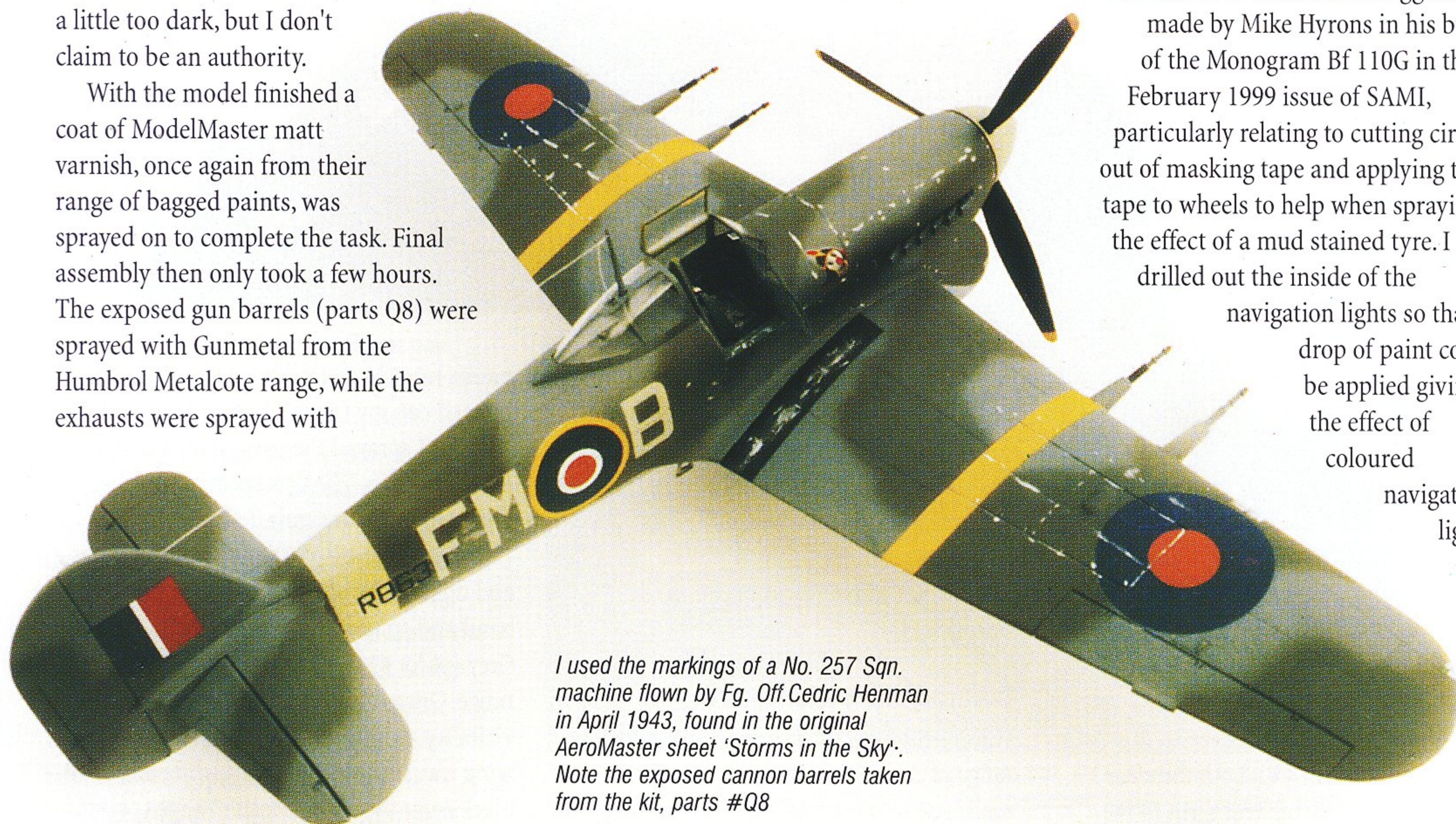
bit of a 'Curate's egg'. The kit shows a lot of finesse but there are some fairly serious problems with fit. None of them are insurmountable but they are a surprise in a kit from a manufacturer of this stature. I understand that a bubble-top version is on its way and I would hope that this represents the 'original version' (Hasegawa have a funny habit of releasing the 'less popular' variants first) and would therefore not have the same problems.

In general terms size and shape both appear to be spot on and what fit problems there are can easily be resolved. With these points in mind I can happily recommend this Hasegawa kit to all but the most inexperienced novice, while the Jaguar update set is a neat piece of work that demands a lot of patience and a modicum of skill.

My thanks go to both Amerang and Jaguars for providing these review samples.

David Batt

I used the markings of a No. 257 Sqn. machine flown by Fg. Off. Cedric Henman in April 1943, found in the original AeroMaster sheet 'Storms in the Sky'. Note the exposed cannon barrels taken from the kit, parts #Q8



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FTA007 Five Seafire entry doors with crowbar	£1.50	FTC027 Avenger TS5 new nose and Orange crop ECM pod to fit Academy kit	£2.50
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FTA037 APS20 under fuselage radome	£1.75	FTC035 Blackthorn Skua update, with correct shaped wings and tail planes, plus vacform canopy	£4.95
FTA049 Four Martel radar missiles and lunch rails	£2.95		
FTA056 Two FAA Phantom FOD guards	£0.75		
FTA066 Firefly FR1 ASK radome and canopy to fit NOVO kit	£1.95		
FTA079 Accurate Avenger propellor	£1.25		
FTA080 WW2 ASH radome	£1.00		
FTA103 Buddy refuelling pod	£1.50		
FTA109 Two Gannet COD4 under-wing storage pods	£1.95		
FTA153 Pair of bulged/flattened Sea Fury main wheels	£1.50		
FTA166 Pair of Sea Gladiator bulged/flattened main wheels	£1.50		
FTA184 Sea Hurricane 11C under fuselage modifications and arrestor hook	£1.95		
FTC001 FAA AEW1 Skyraider conv. comprising new fuselage aft of cowl and new canopy, fits Airfix kit	£8.50		
FTC003 Firefly T1 trainer fuselage to fit NOVO kit	£8.50		
FTC011 Avenger AS4/5/6 nose, rear fuselage mods and rear canopy	£5.50		

REPLACEMENT FAA VACFORM CANOPIES

RC001 Sea Vixen FAW1/2	£0.60
RC006 Hawker Seahawk	£0.60
RC008 Hawker Sea Fury	£0.60
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RC019 Westland Wyvern	£0.60
RC025 Fairey Firefly F.1	£0.60
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RC039 Supermarine Attacker	£0.60
RC041 Two Seat Sea Fury	£0.60

NOTE

All Final Touch items are cast to your individual order, so please allow 21 days for delivery of your order.

The Final Touch 1999 Catalogue is now available at £1.50 post free. Any current Special Offer details will also accompany your Catalogue.

TOAD RESINS

We are currently engaged in updating the masters of the Toad resin range to bring them up to our standards. Depending on the work involved the entire range will be re-released as new moulds are constructed. Brass-etched and white metal will be included where appropriate.

The following 1/72 items are currently available:-

- 1) Heinkel HE277 conversion £25.00
- 2) Heinkel HE177/277 resin and brass etched bomb bay £15.00
- 3) Messerschmitt ME265 complete kit £22.50
- 4) Junkers JU388J-1 complete kit £23.50
- 5) Junkers JU388J-3 complete kit £23.50

THE TSR2

Work is currently proceeding for us to be able to re-release this excellent kit during April. The masters have been altered to improve ease of construction. Brass etched, white metal and decals included. As only 100 will be produced, please place your order early. The price is £34.75 Post Free.

ORDERING

Payment can be made by cheque, IMO, Postal Order, Eurocheque, Visa or Mastercard. Please allow 21 days for delivery as all items are cast to individual order. For inland postage please add 10% of the order value up to a maximum of £3.00. For overseas postage please add 20% of the order value up to a maximum of £5.00.

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Grumman F-14D Super Tomcat

Technical Data

Manufacturer: Revell®

Scale: 1/72nd **Price:** £TBA

Type: Injection Moulded Plastic

Parts: Plastic 95, Clear 4

Decal Options: TBA

European Distributor: Revell® Binney & Smith (Europe) Ltd, Amptill Road, Bedford, MK42 9RS
Tel: 01234 360201 Fax: 01234 342110

1/72nd
SCALE

The Kit

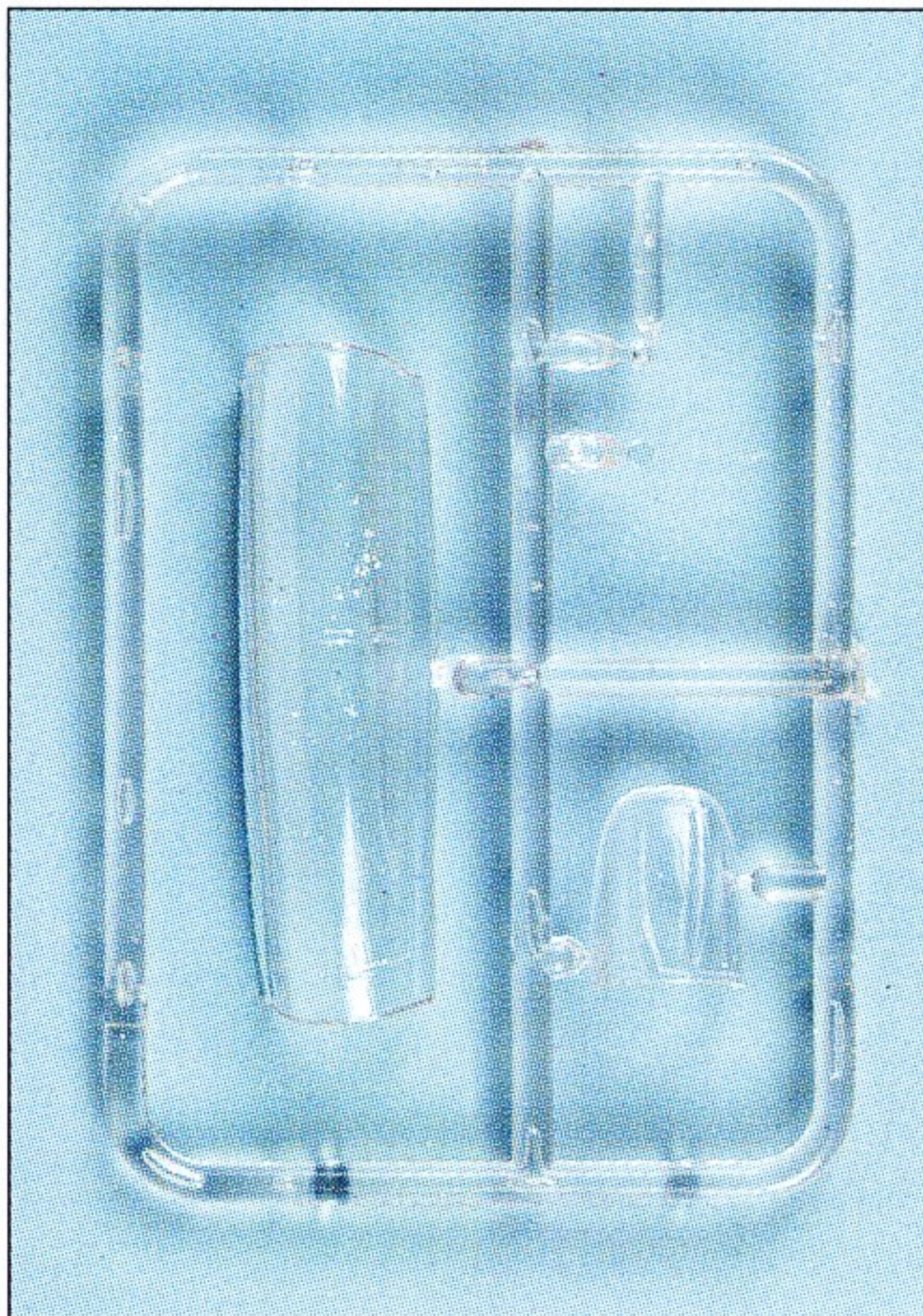
This all-new tooling of the last version of the great Tomcat, is due for release by Revell® in the second quarter of 1999 (April to June) and we are extremely privileged to have a test shot of the tooling directly from Revell, Binney & Smith (Europe) Ltd for evaluation. The kit we have is without decals, instructions or packaging, but the level of detail is near to the production standard we will all see once the kit is mass produced.

The main parts of the kit are contained in two sprues, with an additional sprue, half that size, for a number of additional parts and the final sprue is a very small one offering two pylons, the instrument panels, TARPS pod and instrument panels. The model features nicely recessed panel lines

throughout and the level of detail, even on this test shot, is the equal of anything you will see from Japan. Weapons load comprises the four Phoenix missiles for under the fuselage only, and no pylons are included for the wings, or flashed-over holes in the wing panels for their possible installation. The cockpit interior is offered as a 'tub' into which go the three-part ejection seats (very nice!) and control columns. The instrument panels and side consoles are devoid of raised detail on our example, but we are unsure if this indicates that this will be added at the final stages of mould preparation, or that the kit will feature decals for these areas.

The fuselage is split just aft of the cockpit area, with the entire nose being a separate assembly. The extreme end of the rear fuselage is also separate and the afterburner 'cans' and 'tail feathers' are all nicely detailed. The fans for inside the air-intake trunks are also included, so there is no 'see-through' effect in this area and the wings look as if they are designed to operate (as are the tailerons). Wheel wells have a mass of pipework detail and the wheels, although not 'weighted' as is the vogue today, do feature clear and well cast

hub detail. The undercarriage doors have internal details and the main and nosewheel oleos look good even at this stage in mould development. The final item in the kit is the clear sprue (please pack this separately Revell®!) and this offers the main canopy in two sections and two light lenses. Surprising,



The clear sprue

considering that the HUD frames are included on the main sprues, there are no clear lenses for these units on the clear sprue.

Colour Options

At this date we have no indication as to

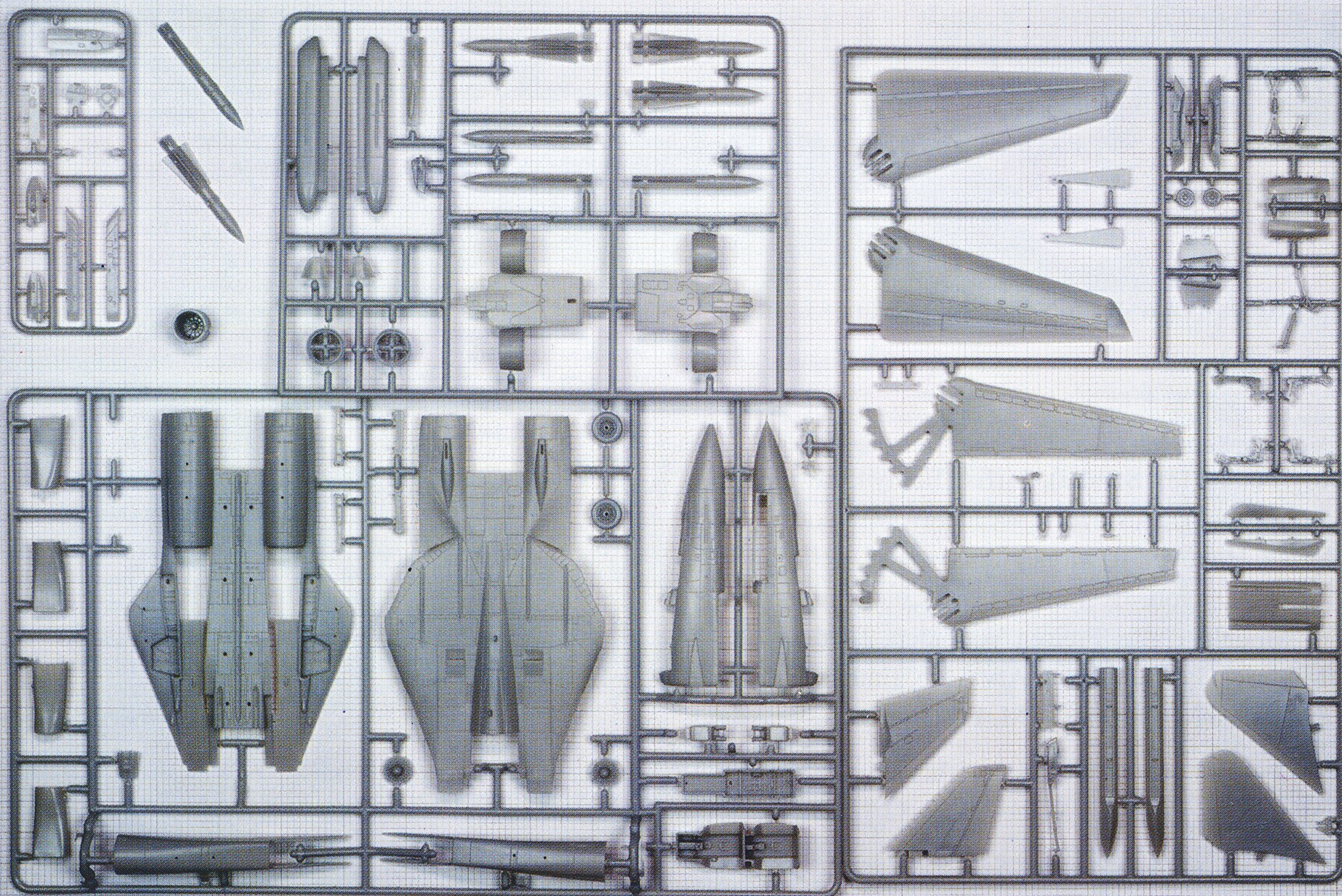


the colour options that will be available in this kit. Suffice to say that they will all (unfortunately) be low-viz schemes.

Conclusion

This is certainly a quality product from Revell®, and I can only hope that they will continue investing in new aircraft kits in the coming years. The level of detail and finesse of moulding in the example we had is easily as good as many other manufacturers out there, and I can bet that this kit is going to be very accurate. The choice may make many go 'oh no, not another...', but Tomcats have appeal, and with the budget cuts in the USA, they are soon to be a thing of the past. I am sure all USN fans will love this, and the Tomcat is also one of those types that may excite and entice younger modellers to our hobby, and that has got to be a good thing.

Our thanks to Revell®, Binney & Smith (Europe) Ltd. for the chance to see this model.



The main sprues

The Aviation Hobby Shop

Dept SAMI 99/4. 4 Horton Parade, Horton Road, West Drayton, Middlesex UB7 8EA Tel: (01895) 442123 Fax: (01895) 421412

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1999 Kit Listing

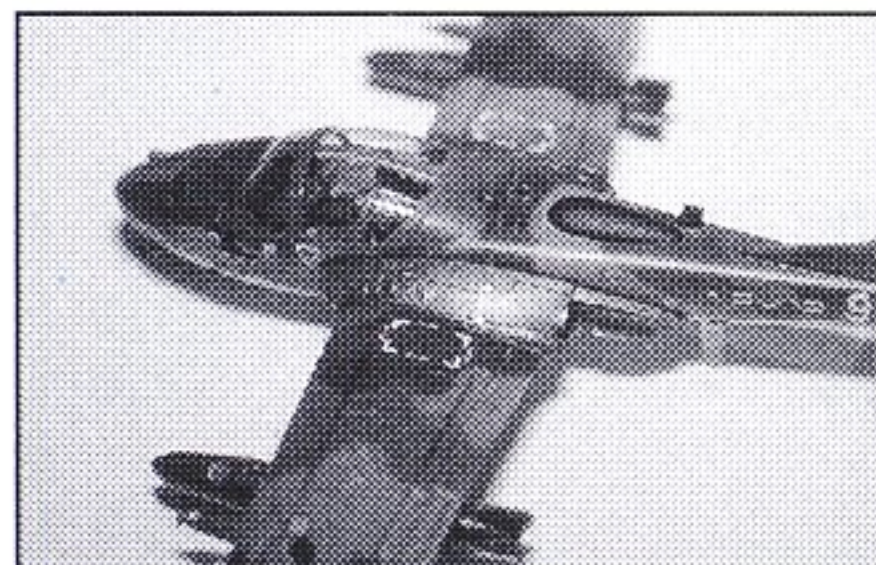
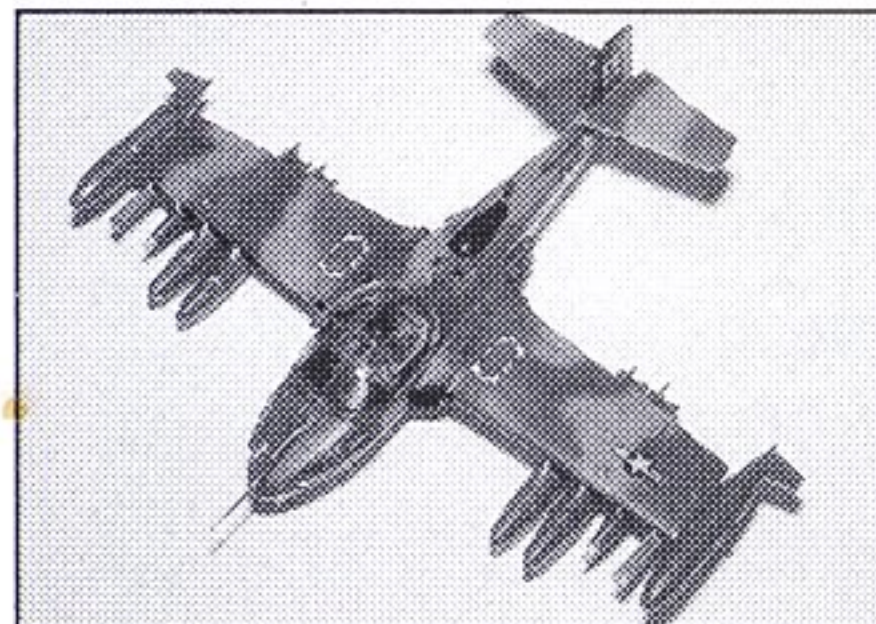
The following listing shows all the kits that we have been advised will be (or are meant to be) released in 1999. All subjects are arranged alphabetically, and do not reflect the sequence in which they will be released. Although some release dates are known, none of these are included as they are invariably inaccurate!

ABC Modelfarb

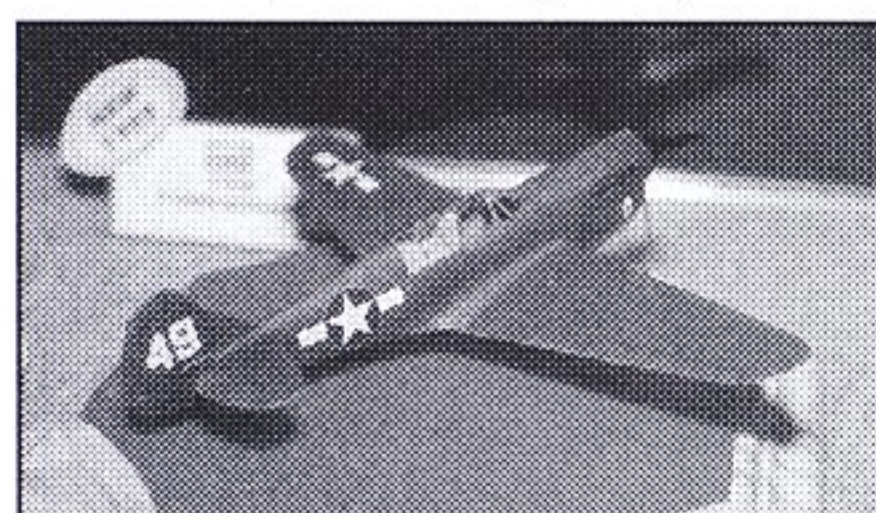
1/72nd (IM)
D.H. 60 Gypsy Moth
North American P-51A
Mustang I
Polikarpov Po-2
Zlin 142

Academy

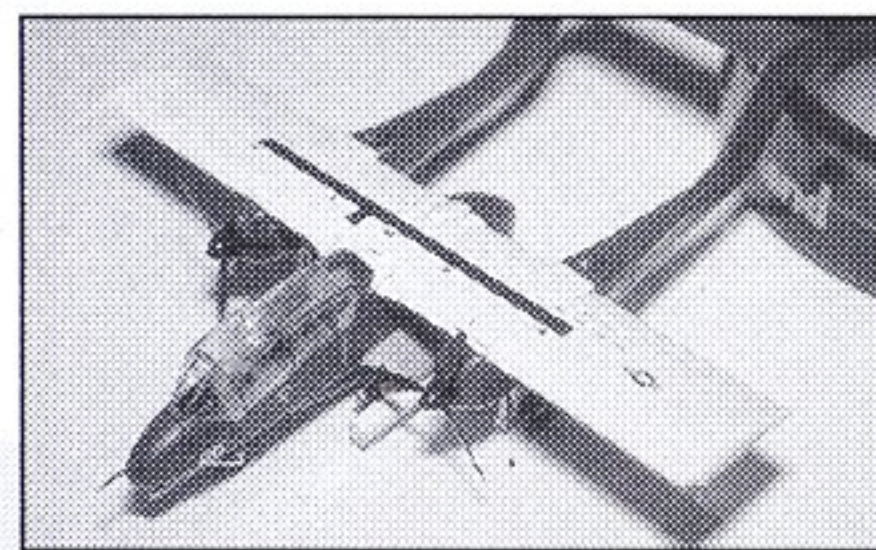
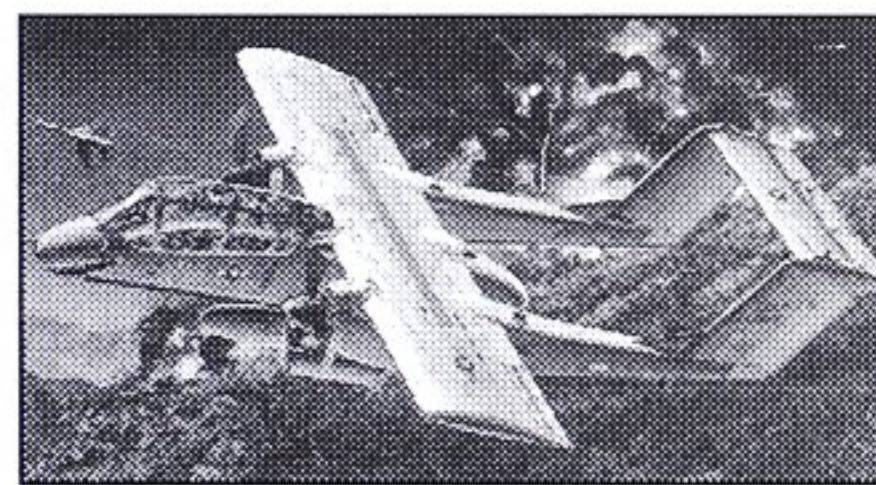
1/72nd (IM)



Cessna A-37B Dragonfly



Curtiss P-40 Warhawk
Hawker Tempest Mk V
Junkers Ju 87G-2
Messerschmitt Bf 109G
North American P-51B
Mustang



OV-10A Bronco
1/48th (IM)
Dassault Mirage IIIC
Dassault Mirage IIIR
Hughes 500D TOW
Hughes 500MD ASW

Accurate Minatures

1/72nd (IM)



Ilyushin Il-2

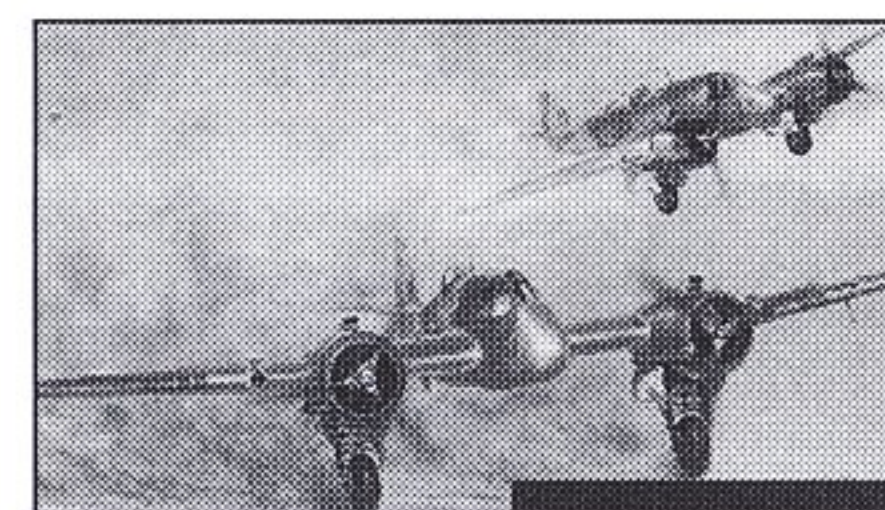


Ilyushin Il-2 with skis
Ilyushin Il-2m3

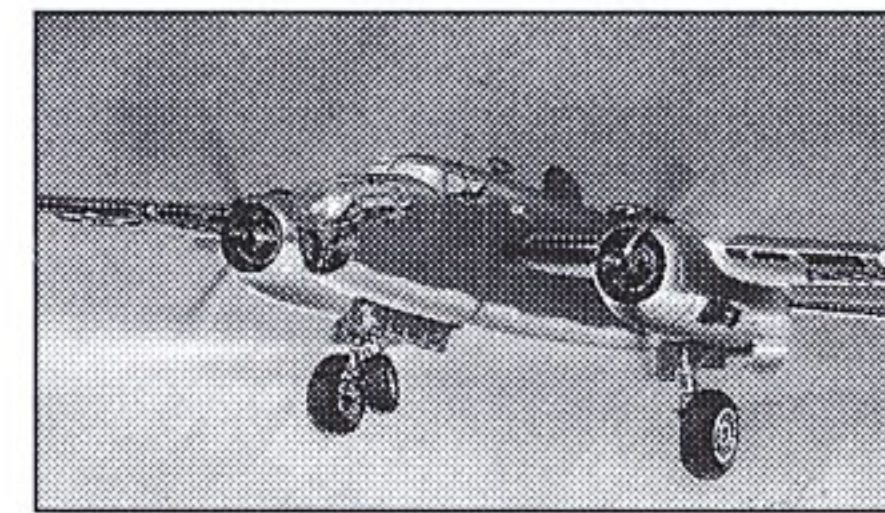
1/48th (IM)



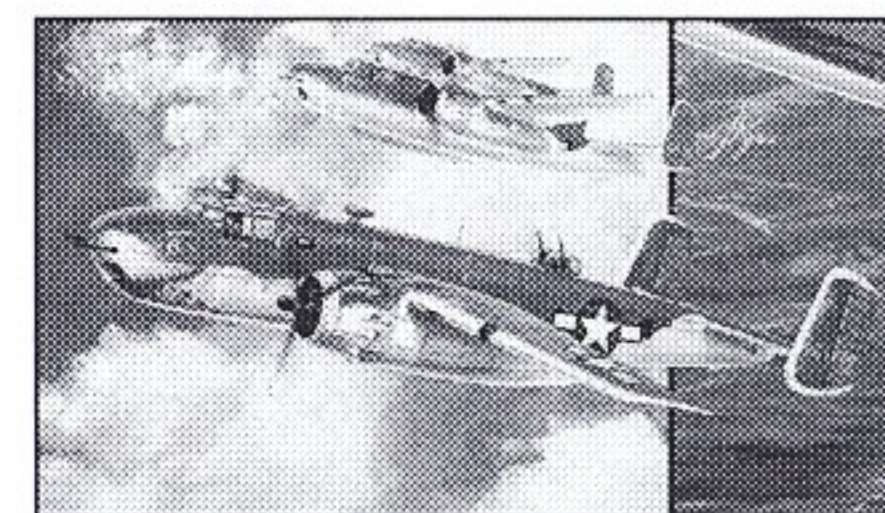
Bristol Beaufighter Mk I



Bristol Beaufighter Mk VIc
Bristol Beaufighter TF Mk X
Grumman F3F-1
Grumman F3F-2



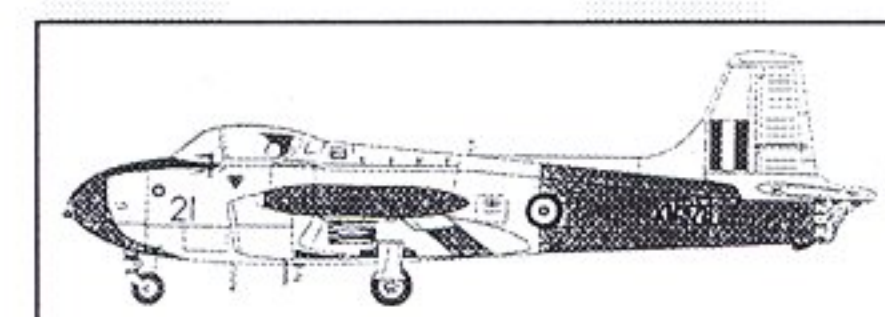
North American B-25B
Mitchell
North American B-25C
Mitchell



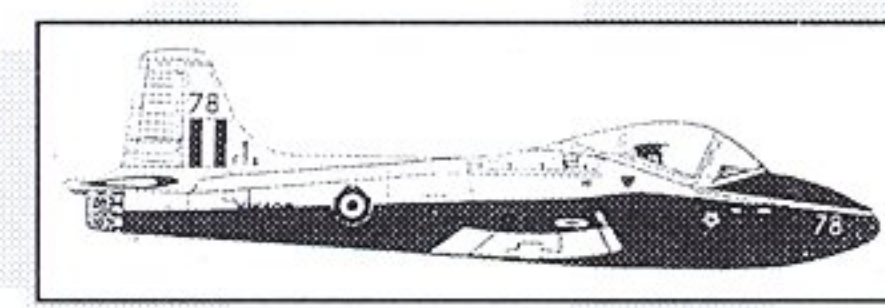
North American B-25G
Mitchell

Aeroclub

1/48th (VF/IM/WM)
Armstrong Whitworth Meteor
NF.14



BAC Jet Provost
T Mk 3/T Mk 4



BAC Jet Provost
T Mk 5/Strikemaster

Aircraft in Miniature

1/72nd (VF/WM)
Handley Page HP.42

Airfix

1/300th (IM)



Boeing 747-400
Boeing 777-200

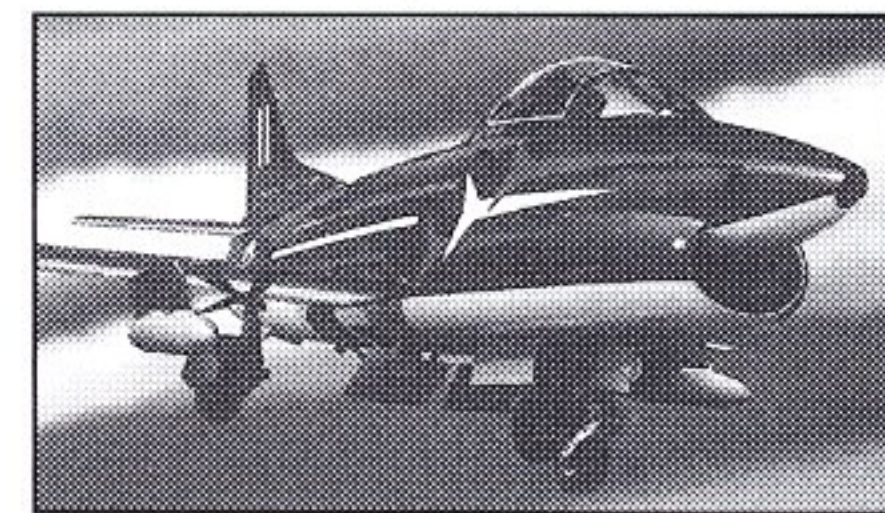
1/72nd (IM)



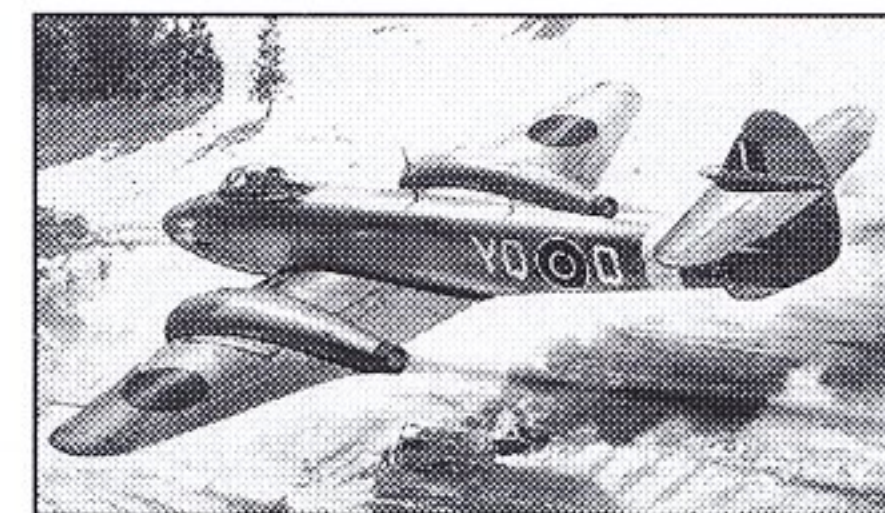
Boeing B-17G (ex-Academy)



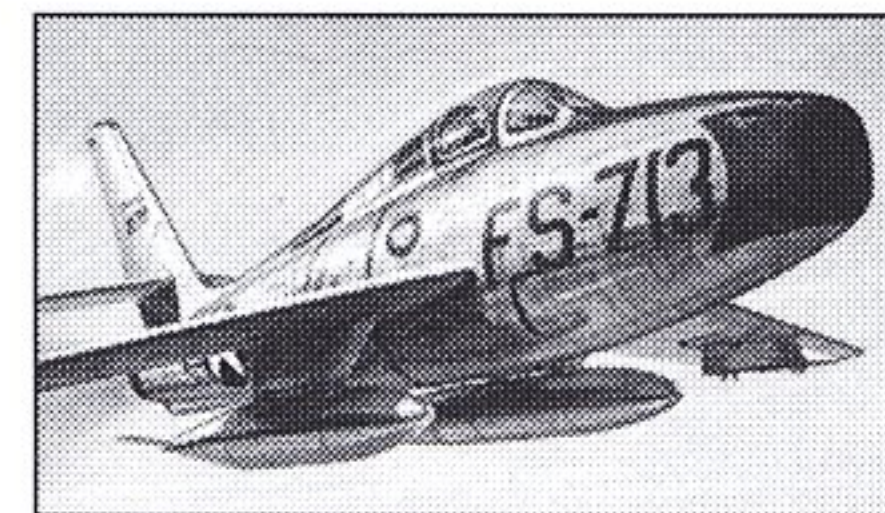
Eurofighter Typhoon +



Fiat G-91R 'Frecce Tricolori' *



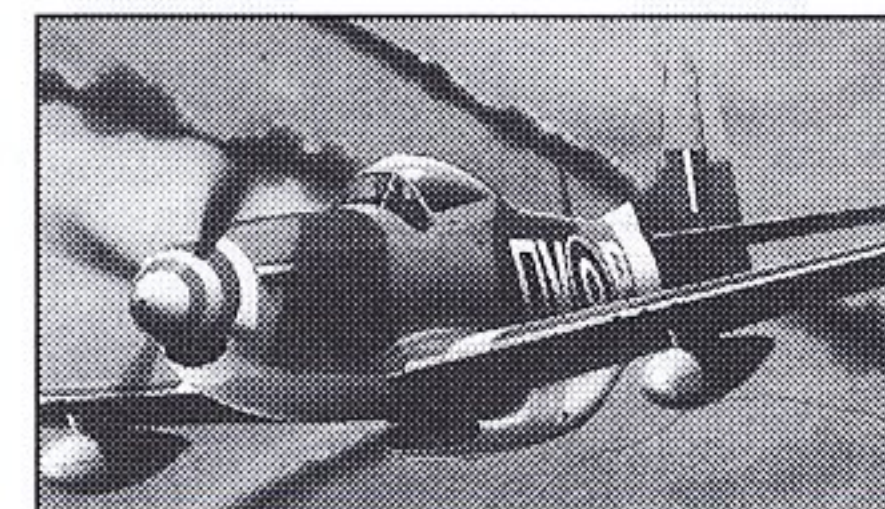
Gloster Meteor III *



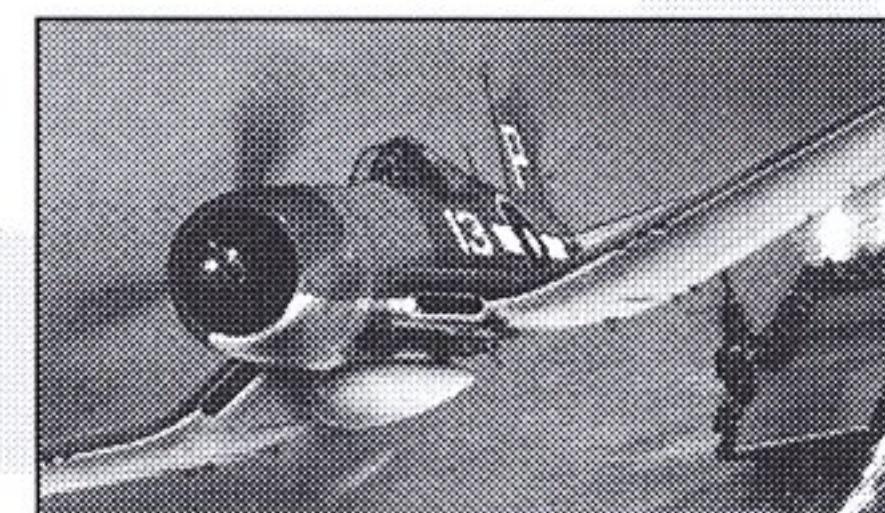
Republic F-84F
Thunderstreak *
1/48th (IM)



Focke Wulf Fw 190A-8
(ex-Otaki)



N. A. Mustang IV (ex-Otaki)



Vought F4U-1A Corsair
(ex-Otaki)

AJP Maquettes

1/48th (R/EB)

Levasseur PL8 'Oiseau Blanc'
Nieuport 11n
Paul Cornu 1908 helicopter
Pfalz E.1
Potez 25 A2
Potez 25 TOE
SPAD VII
Voisin Farman

A-Model

1/72nd (IM)

Kamov Ka-60
Kamov Ka-62
Messerschmitt Bf 109F-4
Messerschmitt Bf 109K-4
Myasishchev M-4 Bison

AML

1/72nd (IM/EB)

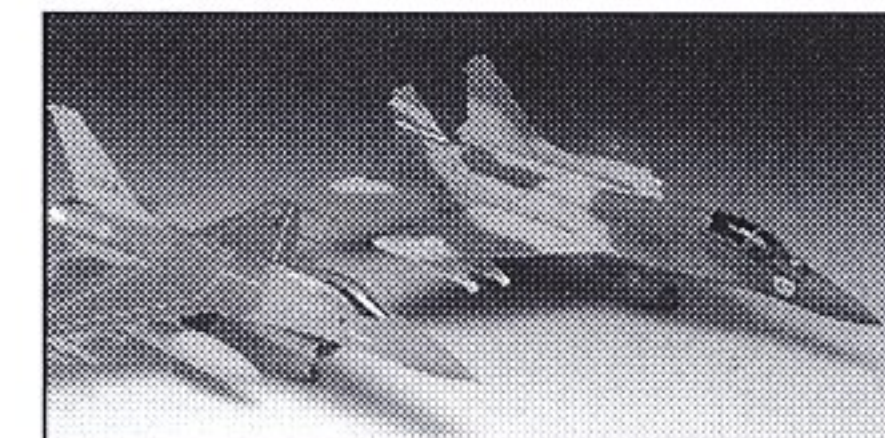
Mitsubishi A6M2-K Trainer

AMT/Ertl

1/72nd (IM)

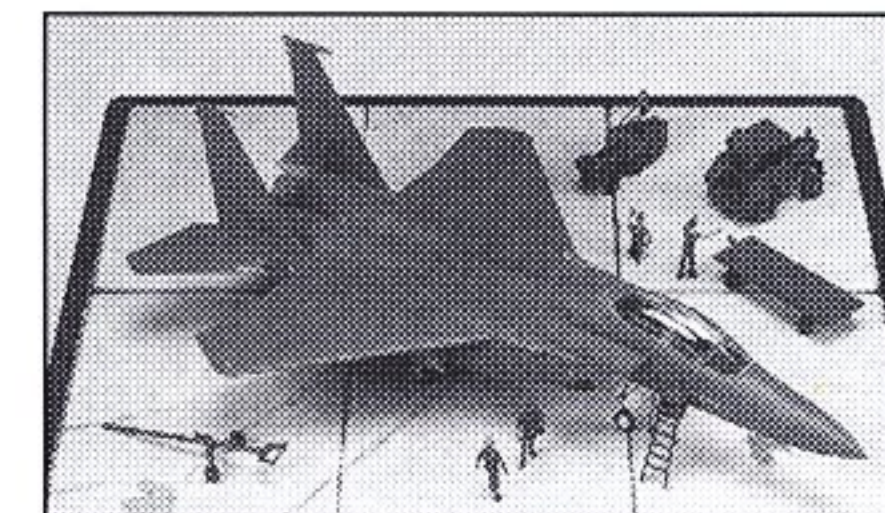


AH-64A & Mil Mi-24 *

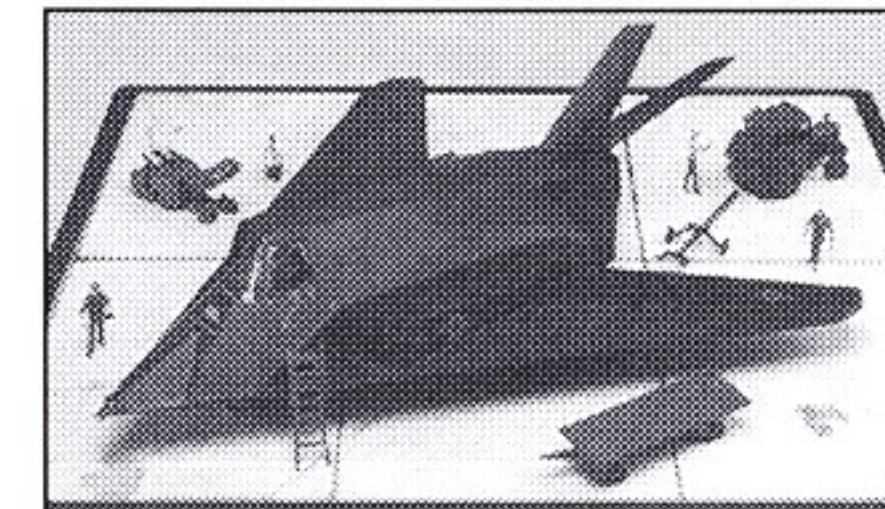


F-16A & MiG-29 *

1/48th
F-14A 'Plus Pack'
F-15C 'Plus Pack'



F-15E & groundcrew (ex-Esci)



F-117A & groundcrew
(ex-Esci)

ARBA Products

1/48th (R/WM)

BAC TSR.2
Gloster E.28/39
Horten XIII
Westland Wendover (Delanne
Lysander) @

Arthur (formerly Flashback)

1/48th (IM/R/EB/WM)

Aviatik Berg D.1
Etrich Taube
Macchi M.5

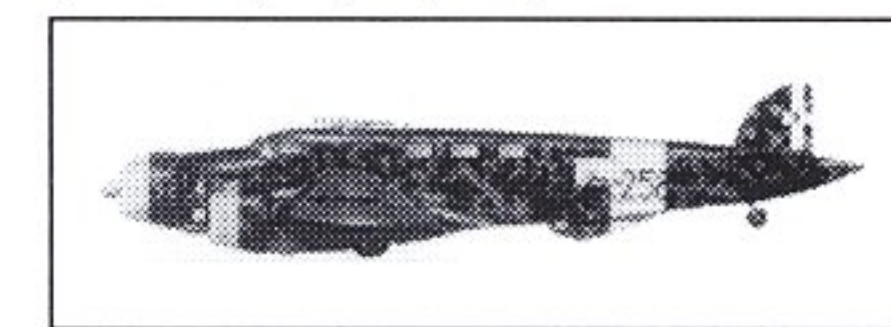
A&V Models

1/72nd (R)

Armstrong Whitworth A.W.52
Handley Page H.P.75 Manx
Miles M.39B Libellula
Miles M.52
Nippon Kokusai Ki-59
Tachikawa Ki-54b
Tachikawa Ki-54c
Tsibin NM-1
Yak-50

Aviation Usk

1/72nd (IM/VF/EB)

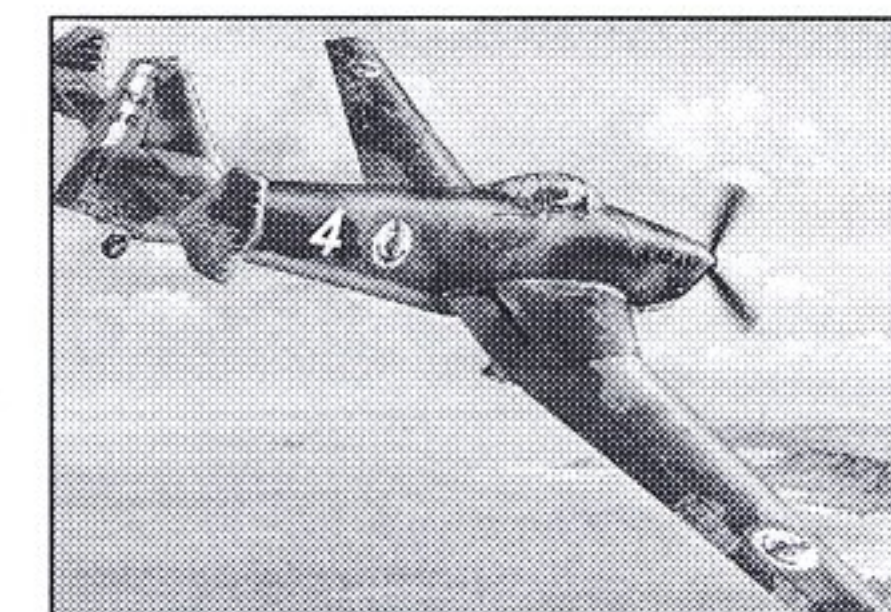


SIAI Marchetti SM.84

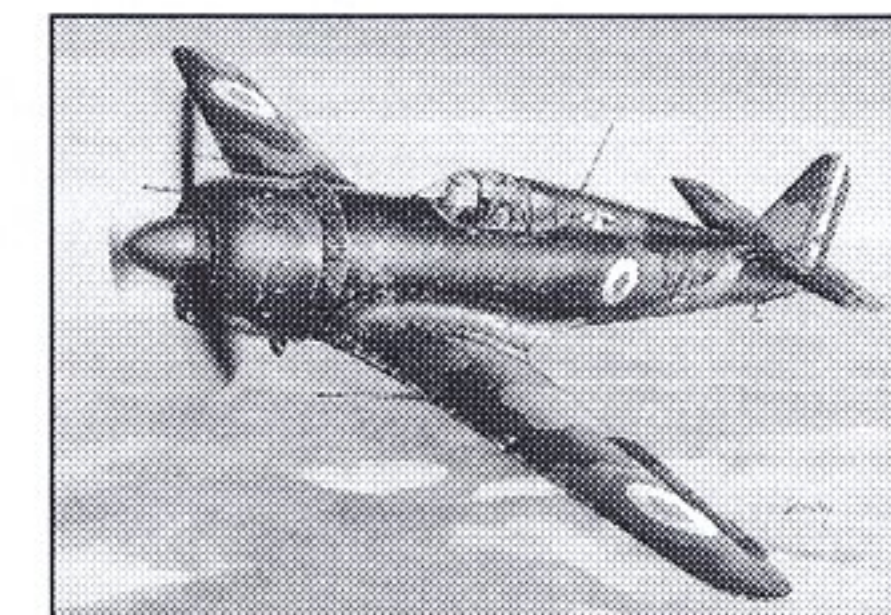
Azure

1/72nd (IM/EB)

Caudron 445
Dewotine D.371/372
Hanriot H-232



Loire-Nieuport LN.411



Marcel Bloch MB.155

Battle Axe

1/48th (IM/R/EB/WM)

Beechcraft 18
Morane 225

Blue Max

1/48th (IM/WM)

Albatros D.III
Royal Aircraft Factory SE.5a
Sopwith Dolphin
Sopwith Snipe

Broplan

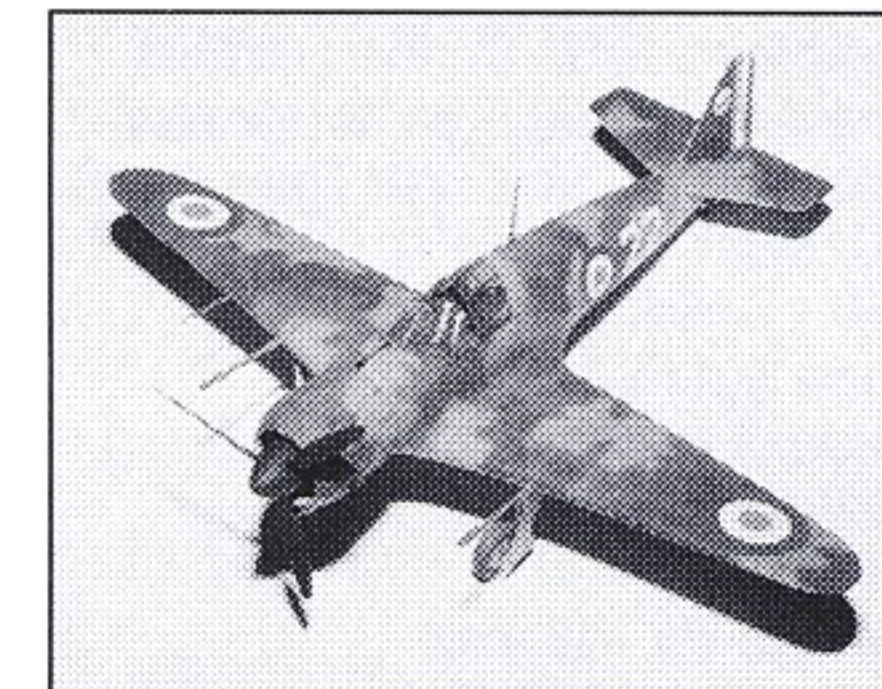
1/72nd (VF)

Hansa Brandenburg W-33
I.V.L. A-22
Piaggio P.136
Piper PA-31-350 Chieftain
Piper PA-31 Navajo
Potez XXV

Classic Airframes

1/48th (IM/R/EB)

Boeing F4B-4
Boeing P-12E
Breguet 693
Marcel Bloch MB.152



Marcel Bloch MB.155
Morane Saulnier MS.406
Morane Saulnier MS.406
'Vichy'
Reggiane Re.2000 Falco
Reggiane Re.2001

Classic Resin Airframes

1/48th (R/EB)

Arado Ar 95
Loire 46

Combat Models

1/72nd (VF)

C-133 Cargomaster
C-141B Starlifter
C-17 Globemaster III
Dornier Do-X

Junkers Ju 90
Junkers Ju 290
Junkers Ju 252

1/48th (VF)

Blohm & Voss Bv 238
Fairchild C-123 Provider
McDonnell XP-67 Moonbat

1/32nd (VF)

Blackburn Firebrand

Condor Models

1/72nd (IM)

Focke Wulf Fw 189A-2
Northrop A-17
Vought SB2U Vindicator

Craftworks

1/32nd (R/EB/WM)

Aichi D3A Val
Hawker Tempest Mk V
Heinkel He 162
Lavochkin La-5/5F/5FN
Messerschmitt Bf 109K
Mitsubishi A5M4 Claude
North American AT-6 Texan

Czech Master

1/72nd (R/EB)

Fokker T.IV
Phoenix D.1
Potez 452

Czech Model

1/48th (IM/R)

North American FJ-1 Fury

Daco

1/72nd (IM/R/EB)
Percival Pembroke
SIAI Marchetti SM.260
1/48th (IM/R/EB)
Fouga Magister
'Skyline' range
1/144th
Lockheed L-01011-500 Tristar
1/200th
Boeing 737-300
Boeing 757-200

Dekno

1/72nd (R/WM/VF)
Lockheed 12 Baby Electra
Sikorsky S-43

Delta

1/72nd (IM/R)
Vickers FB.5 'Gunbus'
Vickers Vildebeest

Doyusha

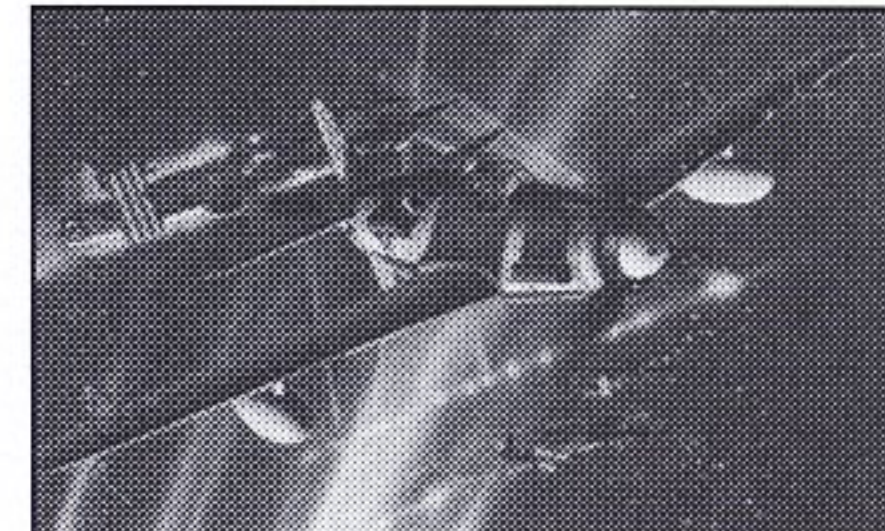
1/200th
BAC Concorde *
1/144th
BAC Concorde 'BA/Air France'
Fokker F-27 'ANA'
1/100th
BAC Concorde
Boeing 797 'Air Force One'
Boeing 737
Boeing 747
Boeing 777 'ANA/Ansett'
Douglas C-47 'RCAF'
Douglas DC-3 'Ethiopian'
Douglas DC-3 'Stage Lines'
Douglas DC-9 'Hawaiian'
Lockheed Tristar 'ANA'
McDD DC-10 'JAL'

Dragon

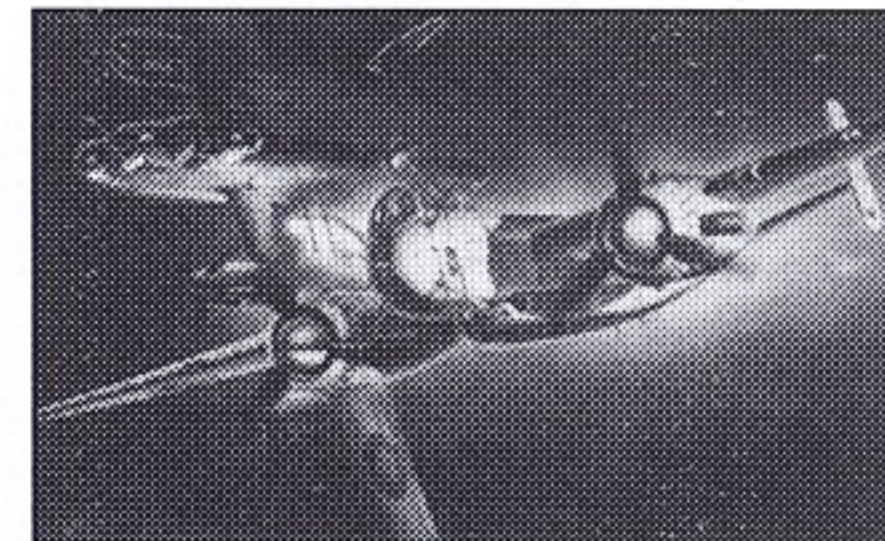
1/144th (IM)
A-10A 'Kuwait Highway
Patrol' *
1/72nd (IM)
Sukhoi Su-37

Dragon Shanghai

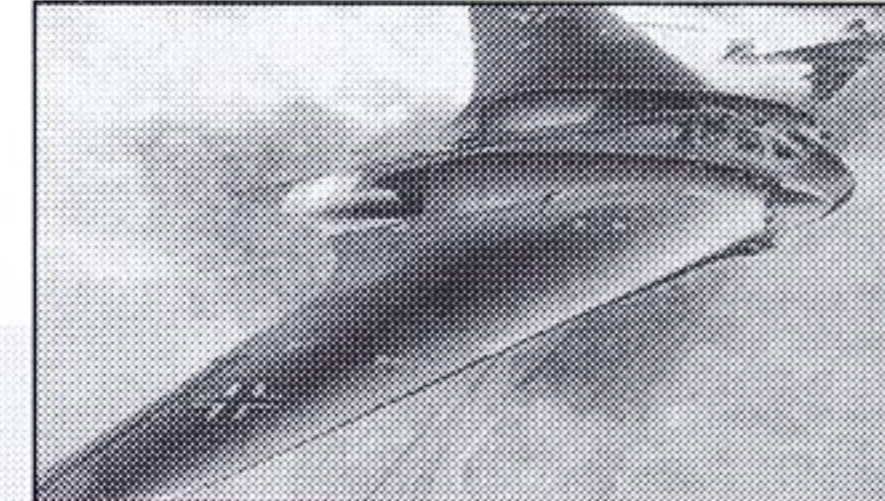
1/72nd (IM)



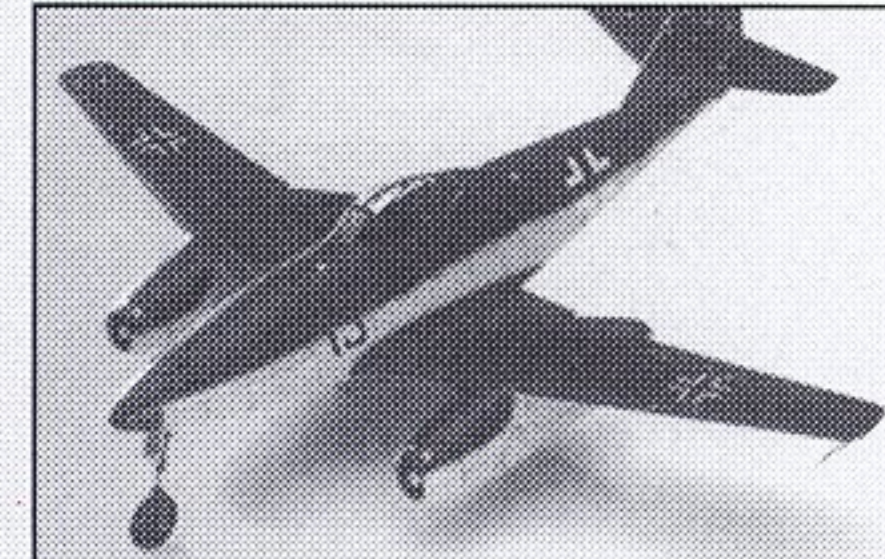
Dornier Do 335A-6/B-6 Pfeil *



Heinkel He 219A Uhu *
1/48th (IM)
Focke Wulf Ta 154A-0
Moskito#



Horten/Gotha Go 229A *



Messerschmitt Me 262A-1a
'Jabo'
\$ Not available in Europe &
North America

Dujin

1/72nd (R)
Breguet Br.904 Nymphal
(glider)
Caudron C.510 Pelican
De Havilland D.H.93 Don
De Havilland D.H.94 Moth
Minor
Erla 5A
Erla 5D
Fournier RF.4
Fournier RF.5
Henschel Hs 121
Henschel Hs 125
Loire 210C1 +
Potez Po 560
Potez Po 566 T3
Potez Po 567/568 P3
Robin DR.250 Capitaine
SNCASE/Roamno R.82.Et2

Dynavector

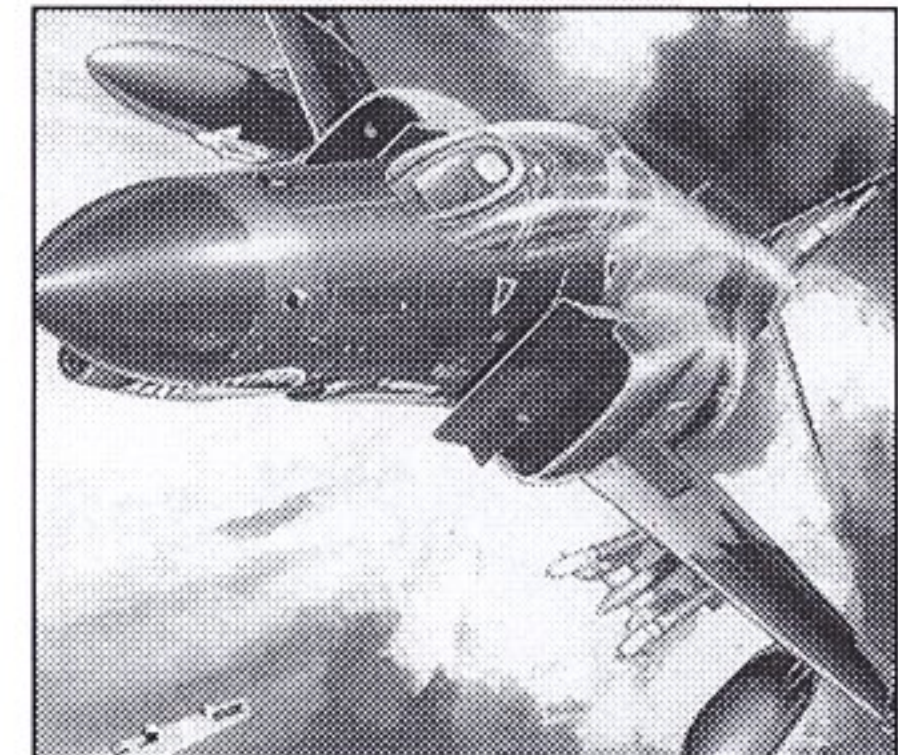
1/48th (VF/R/EB/WM)
BAC TSR.2
Breguet Br 1050 Alizé
De Havilland Sea Hornet
Grumman S2F Tracker

Eduard

1/72nd (IM)
Albatros D.V
Albatros D.Va
Fokker Dr.I
Kawasaki Ki-61-II Hien
1/48th (IM)
Bell P-39Q Airacobra
Bell P-400 Airacobra
Hanriot HD.1
Hanriot HD.1 'Profi Pack'
Hanriot HD.2 Floatplane 'Profi
Pack'
Hawker Tempest Mk V (Early)
Heinkel He 280V3
Heinkel He 280 'Profi Pack'
Messerschmitt Bf 108 Taifun
Messerschmitt Bf 108 'Profi
Pack'
Nieuport 11 Bébe
Nieuport Ni 17 'RFC'
Pfalz D.IIIa
Roland C.II
Roland C.II 'Profi Pack'
Yak-3 'Red Devils'

Esci

1/72nd (IM)
BAe Harrier GR.5 *
Bell UH-1D 'Huey Hog' *
Dassault Mirage F.1CR *
Fokker D.VII *
Grumman F-14A Tomcat with
TARPS *
Hughes AH-64A Apache *
Kamov Hokum *
Lockheed F-117A *
MiG-29 Fulcrum *
Mil Mi-24 Hind D *
Nieuport 17C *
Panavia Tornado *
Sopwith Camel *
SPAD XIII *
1/48th (IM)
Dassault Mirage IIIC *
Dassault Mirage 2000C *



McDD F-4E Phantom II *
McDD F-18A Hornet 'USMC' *
MiG-27 Flogger D *
Panavia Tornado IDS *

ExtraTech

1/72nd (EB/R/VF)
Sud SE.313B Alouette II

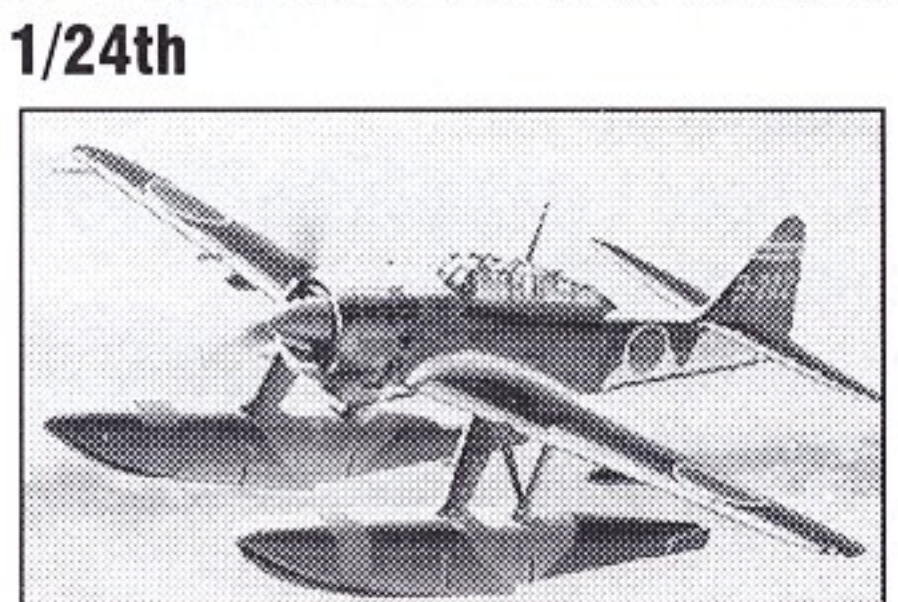
FlyHi

1/72nd (IM)
Aircor (De Havilland) D.H.9A

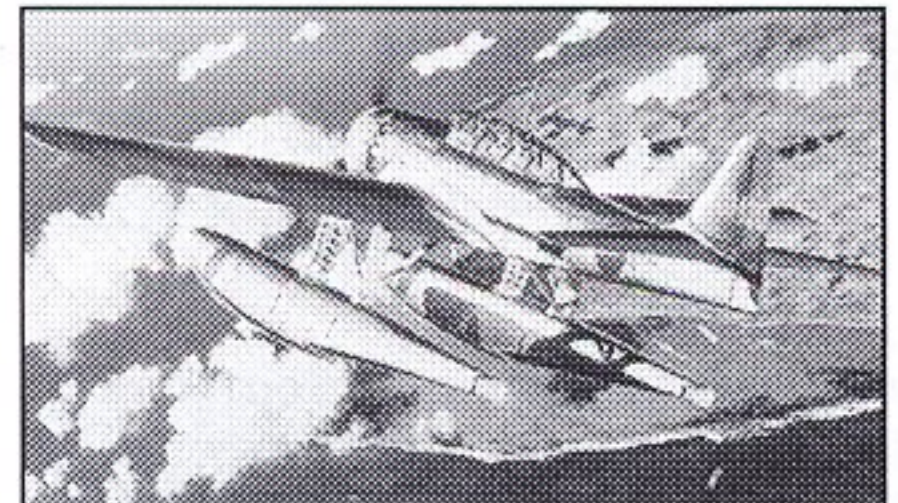
Fonderie Miniature

1/48th (IM/R/EB)
Marcel Bloch MB.155 C1
Marcel Bloch MB.152 C1

Fujimi



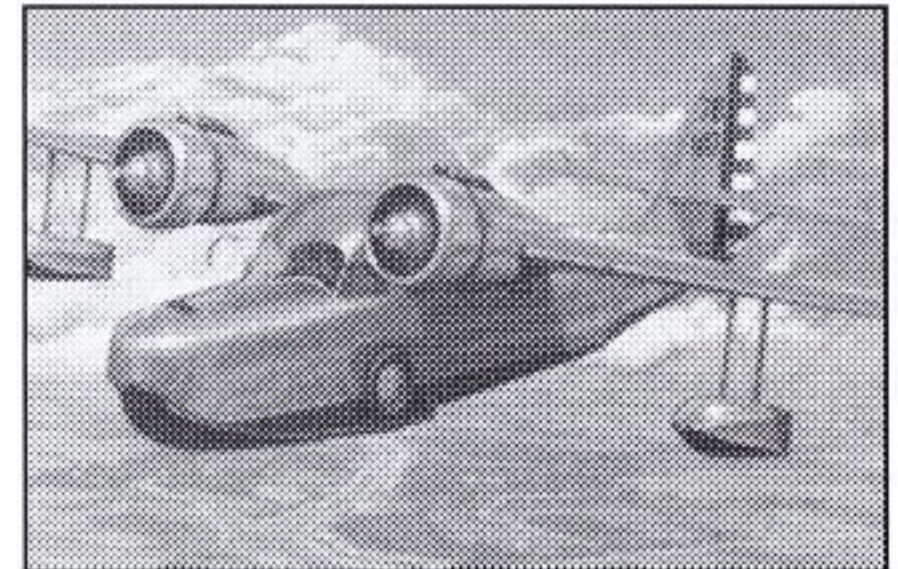
Aichi E16A-1 Zuikaku (early)



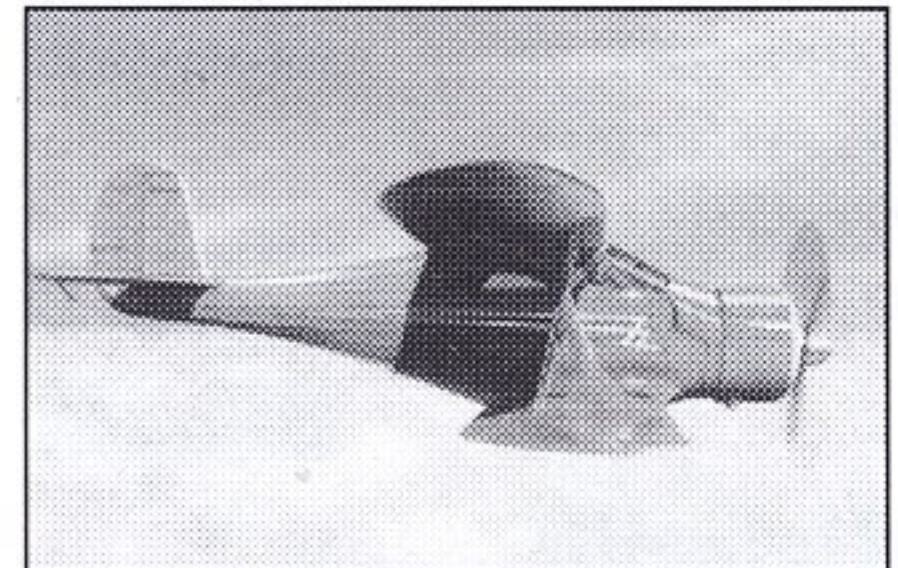
Aichi E16A-1 Zuikaku (late)
V.S. Spitfire Mk XIV 'King's
Cup Air Race' *

Glencoe

1/48th (IM)
Aircor D.H.4 *
Bell X-1 *
Curtiss Jenny *



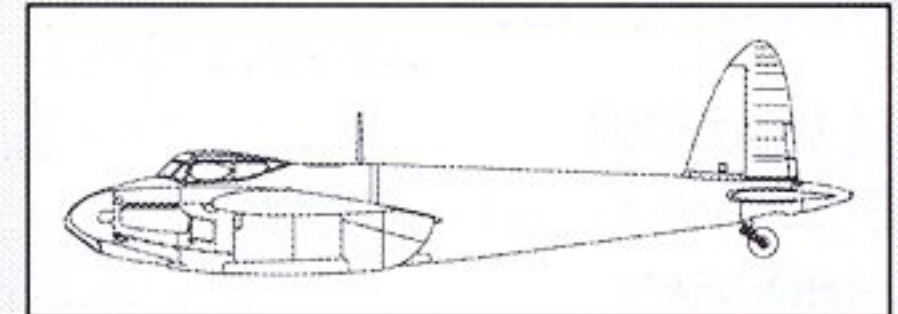
Grumman JRF-5 Goose *
Pfalz D.IIIa *
Ryan 'Spirit of St. Louis' *
Spad XIII *
1/32nd (IM)



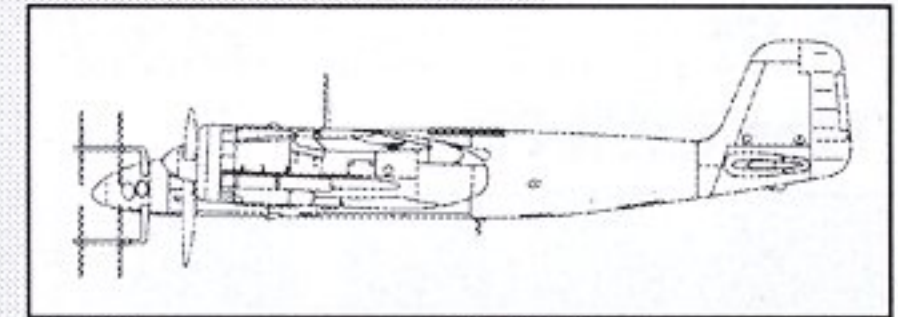
Beechcraft D.175
Staggerwing *

Hasegawa

1/200th (IM)
Boeing 777-200 'Lauda Air'
Boeing 777-300
Boeing 737-400
McDD MD-11 'JAL'
1/72nd (IM)
A-1H Skyraider 'VNAF' *
Bristol Beaufighter Mk VI (with
bombs) *

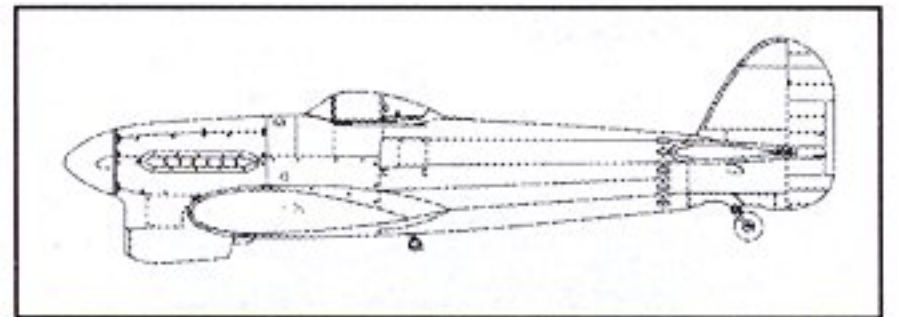


De Havilland Mosquito B Mk IV
De Havilland Mosquito
FB Mk VI
F-14A 'VF-154 Atsugi 25th
Annis' *
F-15J 'Mystic Eagle IV Pt. 2' *
F/A-18C 'Chippie Ho' *
Focke Wulf Fw 190G 'Ground
Attack'

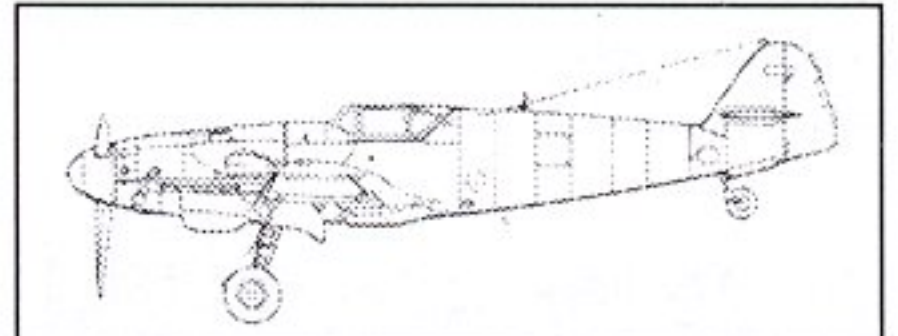


Focke Wulf Ta 154A-0 +
Mitsubishi Ki-46-II Dinah
Mitsubishi Ki-46-III Dinah
1/48th (IM)
Aichi B7A1 Ryusei Grace *
F-15J 'Mystic Eagle IV Pt. 2' *
F/A-18C 'Chippie Ho' *

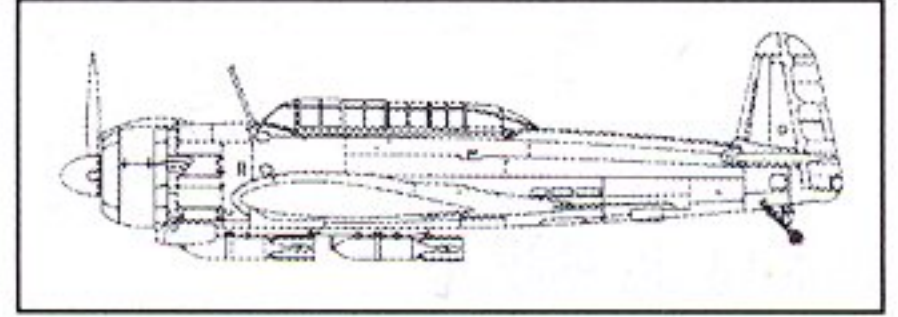
Mitsubishi J3M3 Raiden
Republic P-47 Thunderbolt
'RAF' *
Grumman F6F-5K 'Target
Drone' +
Hawker Hurricane Mk I +
Hawker Hurricane Mk IIB +
Hawker Sea Hurricane
Mk IIC +



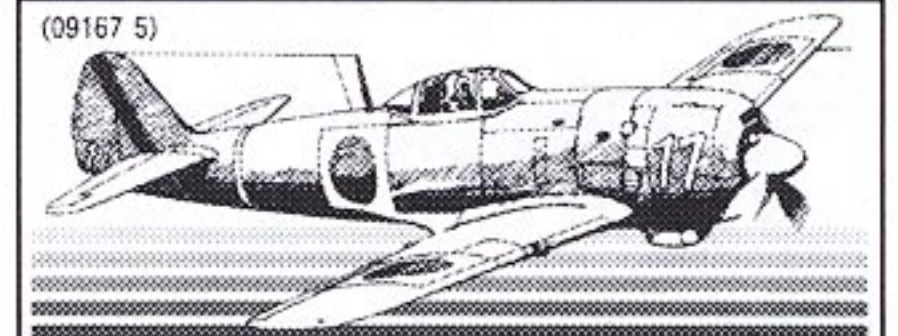
Hawker Typhoon Mk Ib
(Early) +



Messerschmitt Bf 109G-10
Messerschmitt Bf 109K
Mitsubishi A6M2b Type 21 *
Mitsubishi A6M5 Type 52 *
Nakajima B6N2 Type 12 Jill



Nakajima B6N2 Type 12 Jill &
bombs



Nakajima Ki-84-I Kôryû Frank
1/32nd (IM)
Fiesler Fi 156C *
Focke Wulf Fw 190A *
Grumman F6F-3/5 Hellcat *
Lockheed F-104G/S
Starfighter *
Messerschmitt Bf 109E *
Messerschmitt Me 262A-1a *
McDD A-4E/F Skyhawk *
Nakajima Ki-43 Oscar *
North American F-86F-40 *
North American P-51D
Mustang *
Northrop F-5E Tiger II *
Supermarine Spitfire Mk Vb *

Heller

1/220th (IM)
Bréguet Atlantic *
1/144th (IM)
F-4 Phantom (ex-Crown)
F-14A Tomcat (ex-Crown)
F-15 Eagle (ex-Crown)
F-16 Falcon (ex-Crown)
F/A-18 Hornet (ex-Crown)
1/125th (IM)
Airbus A-320
1/100th
Super Mystere SM B2 *
1/72nd (IM)
Boeing 707-300B *
Sepecat Jaguar A *
1/48th (IM)
F-16D Fighting Falcon *
UH-1N 'Special Forces'
(ex-Italeri)

High Planes Models

1/72nd (IM/R/WM)
Atlas Cheetah
Bristol Beaufort II
D.H. Sea Vixen FAW.1/2
Douglas DB-7A 'RAF &
French'
'Perestroika/Mr Awesome'
Yak-11 racer
Grumman Bearcat 'Rare Bear'
racer
Grumman Bearcat 'American
Jet' racer
Hawker Sea Fury 'Furless'
racer
Learstang 'Vendetta' racer
Learstang 'Miss Ashley II'
Mustang (Griffon) 'World Jet'
racer
XP-51 'Miss Ashley' racer
Martin RB-57D Canberra
1/48th (IM/R/WM)
'Miss Ashley' XP-51 racer
'World Jet' Mustang racer
'Rare Bear' Bearcat racer
'American Jet' Bearcat racer

Historic Plastic
Models (formerly
HiPM)

1/48th (IM/EB)
Avia B.534 II/III/IV
Douglas F3D Skyknight
MiG-19 Farmer
North American P-51H
Petlyakov Pe-2

Hi-Tech

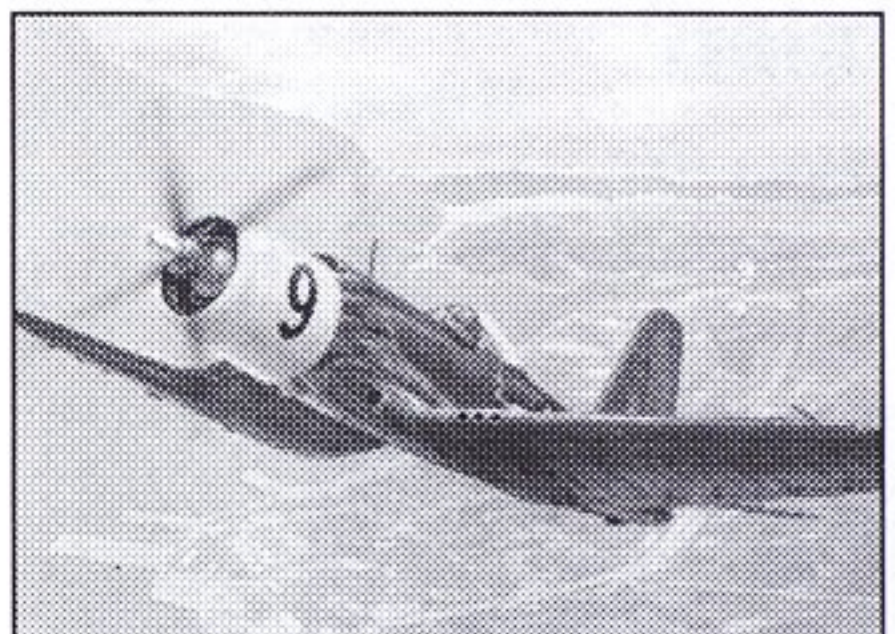
1/48th (IM/R/EB/WM)
Arsenal VG.33
Breguet XIV B2
De Havilland Vampire FB.5
Dewoitine D.501
Morane Saulnier MS 406
Mystere IVA

Hobbycraft
(Canada)

1/144th (IM)
B-47B 'First SAC Striker'
B-47E Stratojet
RB-47H Watchdog
1/72nd (IM)
F-89H Scorpion *
Beech C-45F *
DHC U-6 Beaver *
1/48th (IM)
Avro CF-105 Arrow *
DHC Otter (wheels & floats) *
Dornier Do 17E/F *



Douglas A-4B Skyhawk
'Falklands'
Douglas A-4C Skyhawk
'Vietnam'
Douglas A-4E/F Skyhawk
'Aggressor'
Douglas A-4E Skyhawk 'Israeli
A.F.'
MiG-17F Flashpoint *

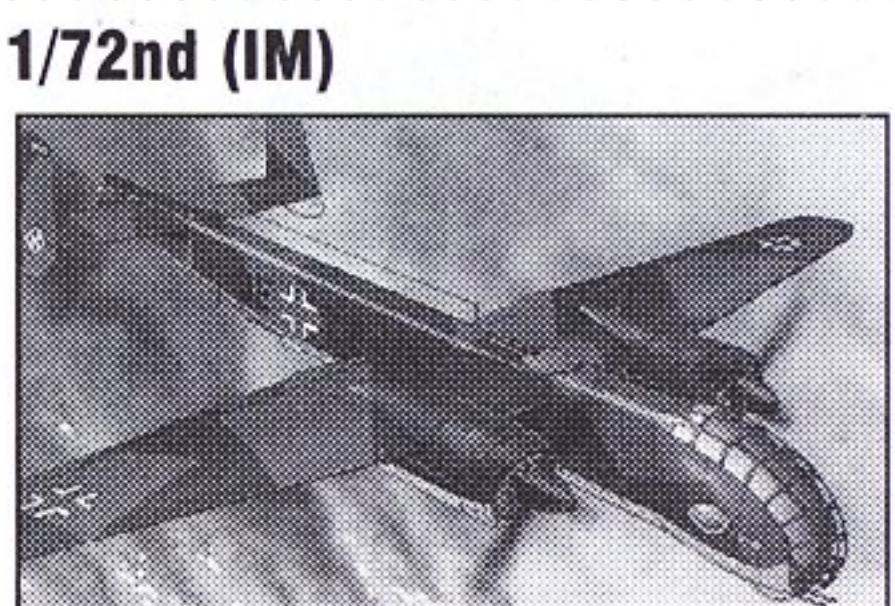


Goodyear F2G Super Corsair
'US Navy'
Goodyear F2G Corsair racer
Hawker Hurricane Mk IIC night
fighter *
Messerschmitt Bf 109C *
Piper J-3 Cub *
Polikarpov I-16 Type 17 *
1/32nd (IM)
Nieuport Ni 17C *

HR Models

1/72nd (R)
Aviatik Berg D.I
Aviatik Berg D.II
Fokker M7
Gloster Gauntlet
Gloster Gauntlet II
Hansa Brandenburg C1
Martinside S-1
Morane Type G
Morane Type N
Port Victoria PV 12
Polikarpov I-16 Type 1
Polikarpov I-16 Type 4
Polikarpov I-16 UTI-2
Royal Aircraft Factory Be 12b

Huma



Junkers Ju 288C

ICM

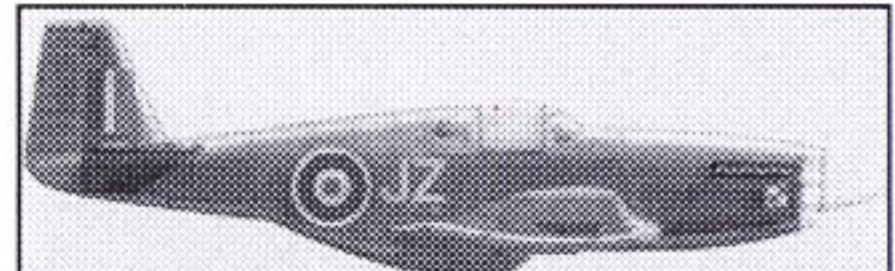
MiG-3
Yak-7B
Yak-7UTI
Yak-7D/Yak-9 (early)

InTech

1/72nd (IM)
F-16C/D Falcon +



N.A. P-51B Mustang I



N.A. P-51 Mustang III



PZL Mi-2T



PZL Mi-2 URP

KEY

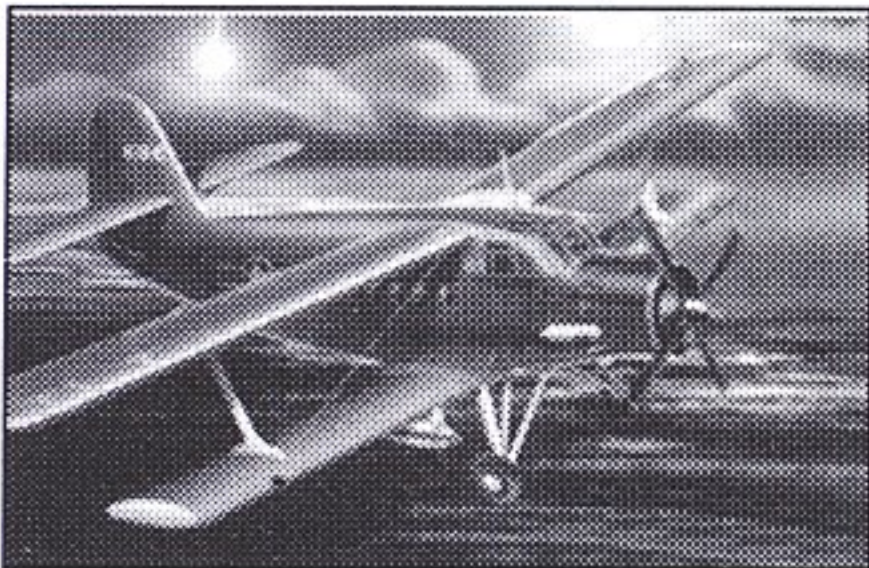
* = Re-issue (with/without new decals)
+ = Revised or converted tooling
@ = Conversion
= Update with new detail parts etc
\$ = Note

Italeri

1/72nd (IM)
Aérospatiale AS-332 Super Puma



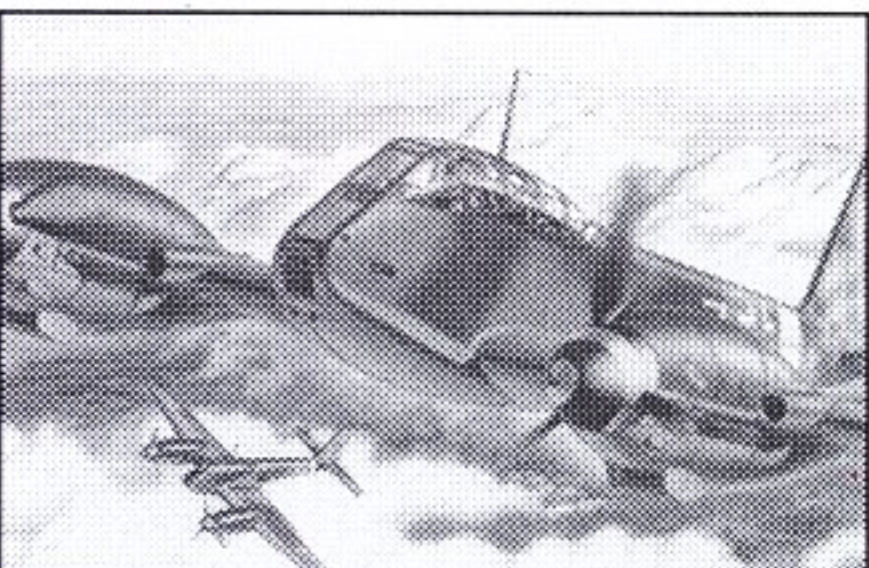
Aérospatiale AS-532 Cougar
Agusta A-129 Mangusta



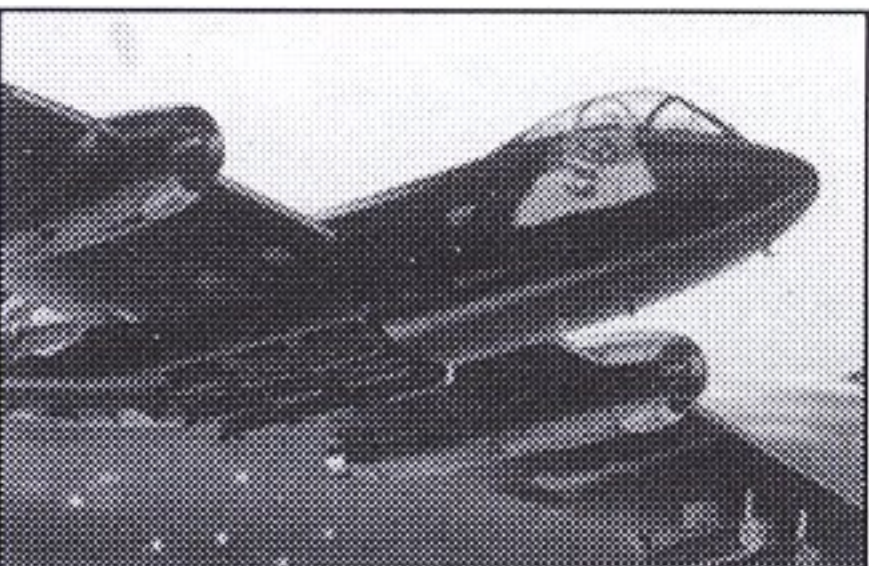
Antonov An-2 Colt
'Gunship' +
Chance-Vought F4U-4B Corsair
Fiat Br 20 *
Grumman KA-6D Intruder tanker



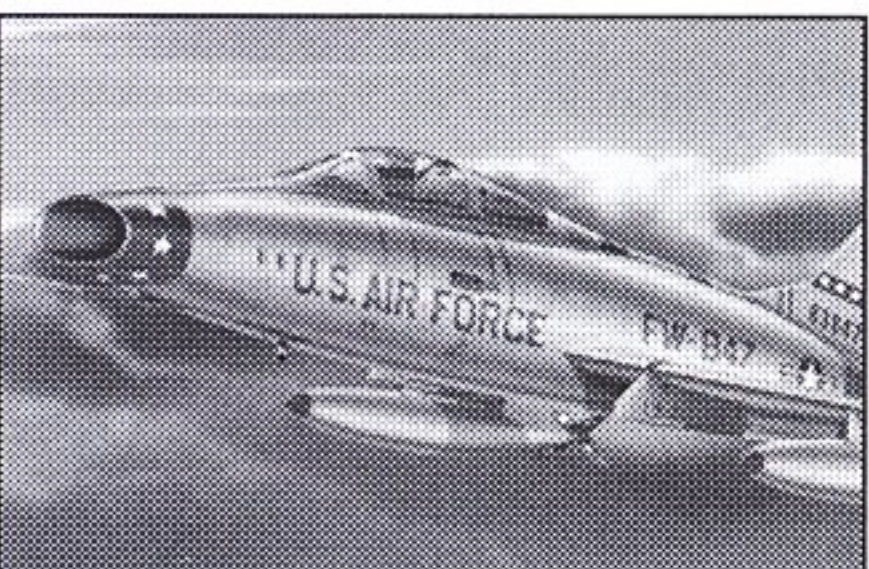
JAS-39A Gripen
Junkers Ju 868D *
Kamov Ka-52 Alligator



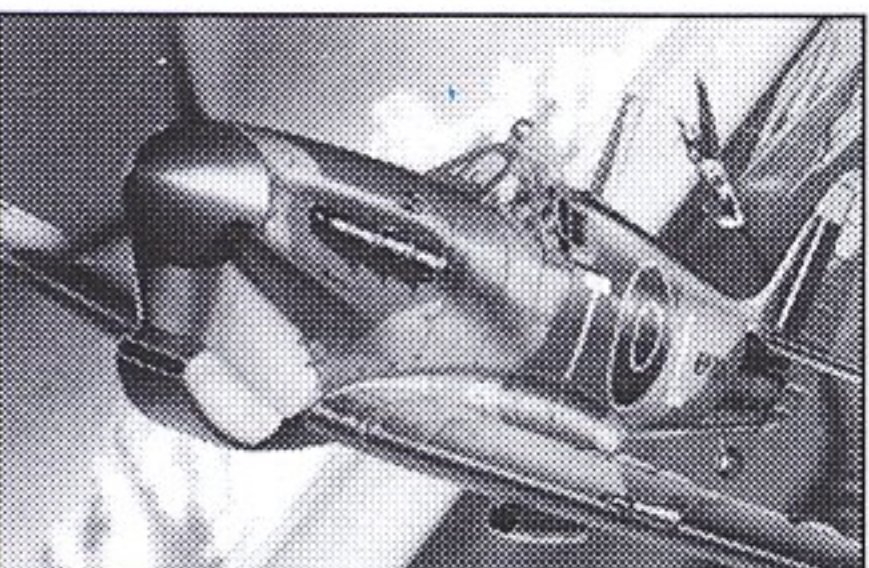
Messerschmitt Me 410



Martin B-57B Canberra *
Messerschmitt Me 323D-1 Gigant *



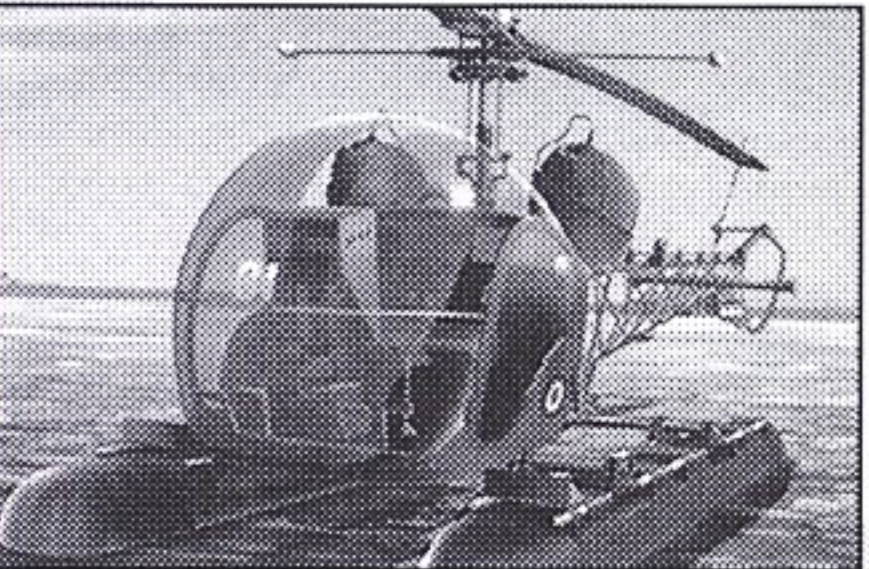
North American F-100F Super Sabre



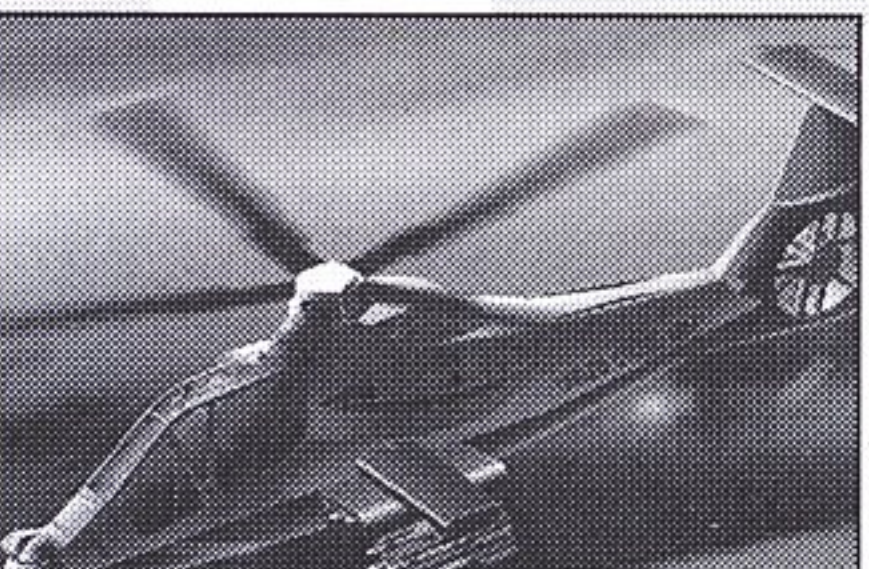
Supermarine Spitfire Mk Vb



Vertol H-21C 'Flying Banana'
1/48th (IM)



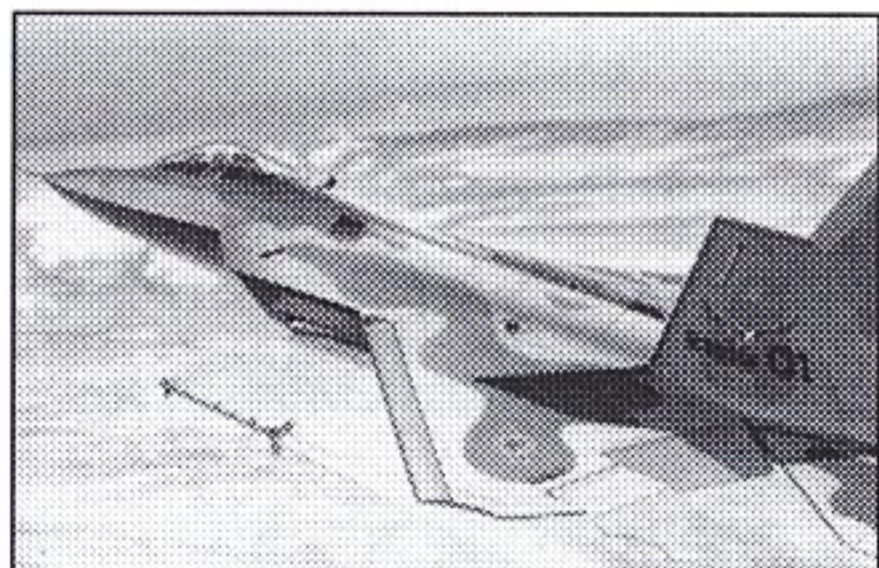
Bell AH-1S Super Cobra
Bell OH-13S 'Coast Guards' +



Boeing-Sikorsky RAH-66 Comanche



Focke Wulf Ta 152H-1 (ex-Dragon) *



Lockheed-Martin F-22A Raptor

Jaguar

1/48th (R/WM)
Bristol Blenheim Mk I (ex-ARBA)

Kitboy

1/72nd (R)
Benson Gyro glider/copter
Hiller Flying Platform
Hiller XH-44
Kellet XO-60
Morke Morane
North American F-107A
Northrop Alpha
Pentecost Hoppicopter
Pitcairn AC-35
Schweizer 2-22
Sikorsky XR-4

Kendall Model Company

1/72nd (IM/R/EB)



Boeing 727-200 'American Airlines'
Boeing 737-300/400/500

Korat Models

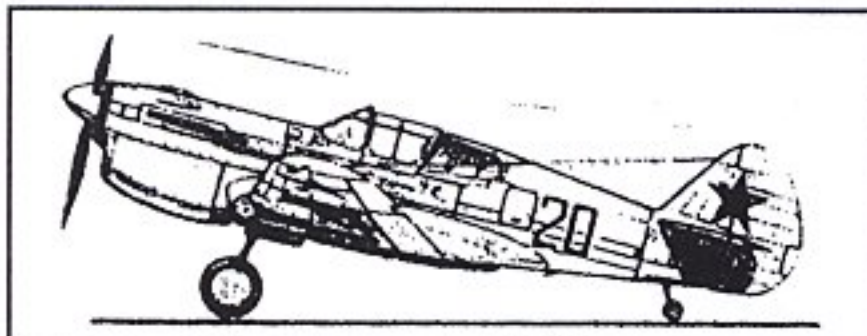
1/72nd (R/EB)
Junkers Ju 88H-1
Junkers Ju 88S-1
Junkers Ju 88S-2
Junkers Ju 88S-3
Mistel S3C (Ju 88H-2 & Fw 190A)
Mistel 3B (Ju 88H-4 & Fw 190A)
Mistel 3C (Ju 88H-2 & Fw 190A)

Koster Aero Miniatures

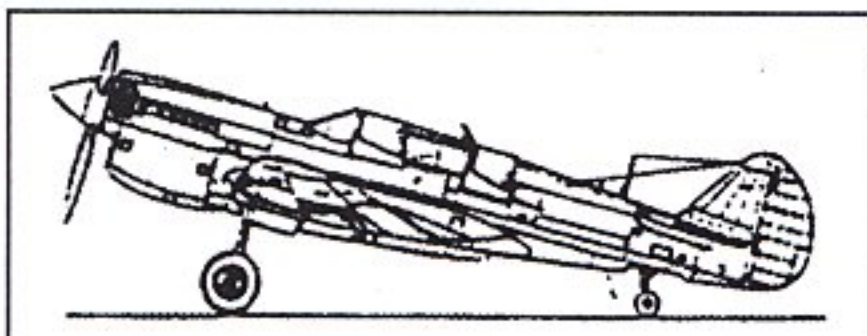
1/48th (VF/R/EB)
Focke Wulf Fw 200 Kondor
Martin Maryland

LF Models

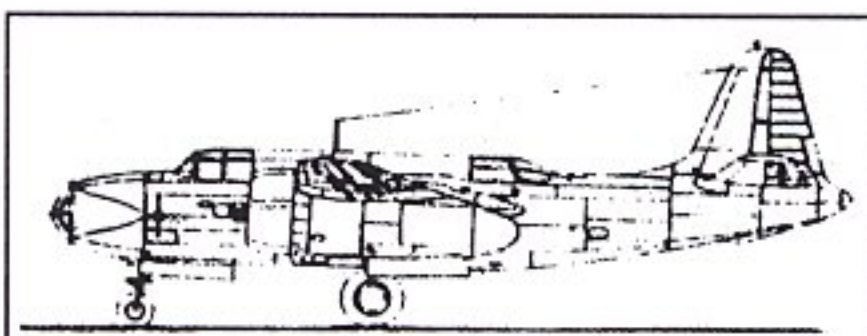
1/72 (R)



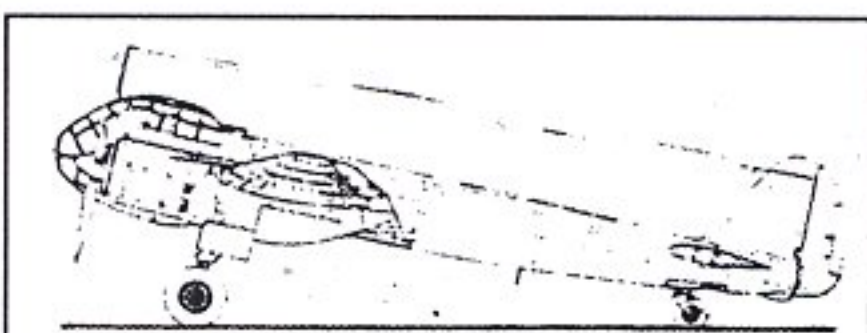
Curtiss P-40E with Klimov M105 engine
Curtiss P-40M



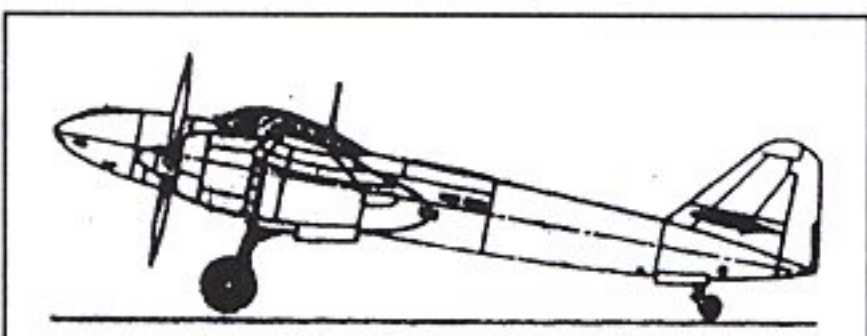
Curtiss TP-40N
Douglas DB-7



Douglas Turbinlite IAR 81C



Junkers Ju 88B-0
Letov S.328F
Letov S.337



Mitsubishi Ki-83
Messerschmitt Bf 110B01
Messerschmitt Bf 110A-0
SFKB Ka 309 Papagal
1/48th (R)
Letov S.328
Yak-26B
Yak-27

Lone Star Models

1/48th (R/EB/M)
Northrop F-15 Reporter @
Northrop F-15 fire bomber @
Ryan M-1 Mailplane
Sablatnig SF-5
1/32nd (R)
Goodyear F2G Super Corsair @
Messerschmitt Bf 109B/C/D @
Vought F4U-5 Corsair @

Mach 2

1/72nd (IM)
Sud Aviation SE 210 Caravelle III/IV

Magna Models

1/72nd (R/WM)
De Havilland Riley Dove
De Havilland Sea Hornet NF.21

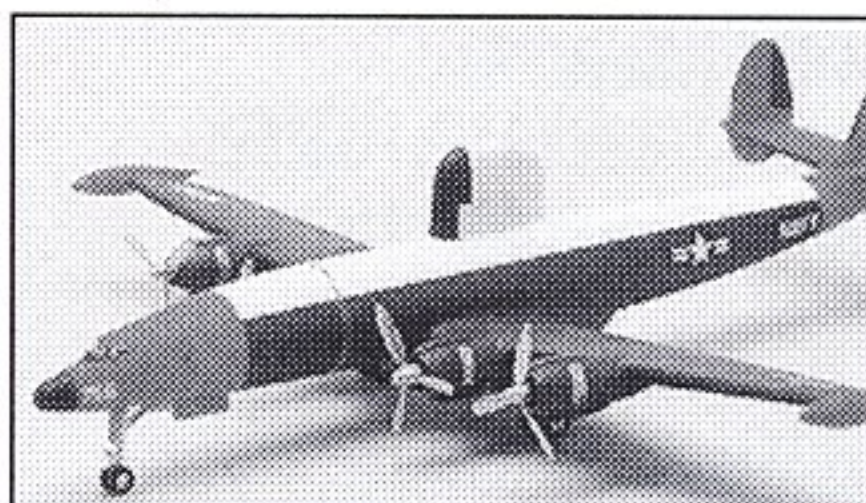
Marivox

1/72nd (IM)
De Havilland Vampire

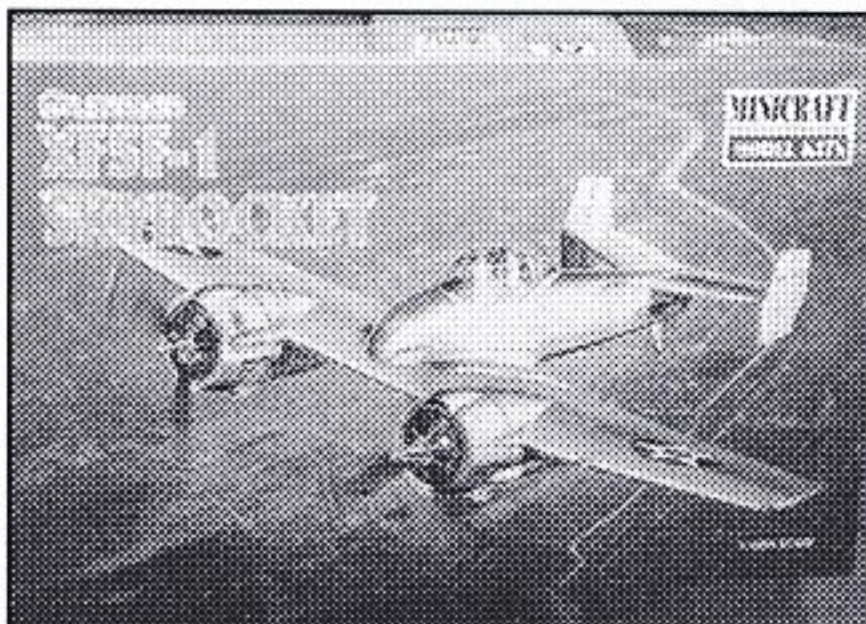
Minicraft

1/144th (IM)

Aichi E13A Jake
Aichi B7A Grace
Boeing C-97
Boeing KC-97G
Boeing 707-320
Boeing 737-400
Boeing 757-200
USAF C-32 (Boeing 757)
Douglas C-118 'Independence'



Lockheed EC-121 Warning Star
Lockheed L-188 Electra
Nakajima C6N Myrt
Nakajima Ki-44 Tojo
1/72nd (IM)
Consolidated B-24D Liberator *
Consolidated B-24J Liberator *
Consolidated PB4Y-1 Liberator *
Lockheed PV-1 Ventura *
1/48th (IM)



Grumman XF5F-1 Skyrocket
Lockheed P-38J Lightning *
Lockheed F-5E Lightning *
Sikorsky MH-60G Blackhawk *
Vought AU-1 Corsair

Mirage

1/48th (IM)
PZL.37A Los
PZL.37B Los
PZL.43 Karas

MisterKit

1/72nd (R/WM)
Fiar Cr.42
Reggiane Re.2005
1/72nd (IM/R)
Macchi C.205 @

Model-Aire International

1/72nd
Bell X-14 (ex-Sharkit)
Payan Pa.22

Modelcraft

1/144th (IM)
Lockheed L-1011 Tristar
1/48th (IM)
De Havilland Canada Beaver
North American T-6G Texan (ex-Occidental)
North American Harvard Mk II/IV (ex-Occidental)
Supermarine Spitfire Mk IX (ex-Occidental)

MPM

1/72nd (IM/R/EB)



Curtiss P-40F/L #

Ozmodes Australian Models

1/144th (IM)
DHC-4 Caribou
1/48th (VF/R)
DHC-4 Caribou

Pavla

1/72nd (IM/R/EB)
Miles M.38 Messenger

Pegasus

1/72nd (IM/WM)
Airco (De Havilland) D.H.2
Airco (de Havilland) D.H.9
Albatros C.III
Etrich Taube
Rockwell XFV-12
Royal Aircraft Factory BE2e

Planet Models

1/72nd (R)
Aichi E.II Laura
Breda Ba.44
De Havilland D.H.108 Swallow
Focke Wulf Entwurf B 3x100 Delta
Focke Wulf Fw 189B
Fokker T.IV/A
Junkers 128 (day fighter)
Junkers 128 (night fighter)
Mitsubishi Ki-83
Northrop N-1
SIAI S.211

POMK

1/48th (R/WM/EB)
Arsenal VG.32/33/36/39
Goodyear F2G1 D Corsair
Handley Page HP42
Hawker Tempest Mk II
Heinkel He 177 Grief
Loire Nieuport LN.210
Lioré et Olivier LeO.45/451
Morane Saulnier MS.475 Vanneau
Supermarine Spitfire Mk XI
Supermarine Spitfire Mk III
Vultee P-66 Vanguard

Project-X

1/72nd (VF/WM)
Bell X-1E
Hunting H.126
Lockheed CL-1200/X-27 Lancer
Saunders-Roe SR/A1

Protojets

1/72nd (R)
Boeing Skyfox
Folland Midge
Lockheed XV-4A
Ryan XV-5A

Red Hurricane

1/72nd (IM)
Sukhoi Su-37
Tupolev Tu-16 Badger
1/48th (IM)
Lavochkin La-5
Petlyakov Pe-2

Revell®

1/144th
Airbus A-321
BAe 146-200 'Eurowings' +
Boeing 737-800
Dassault Rafale M
Dornier Do-X *
Kamov Hokum 'Black Shark'



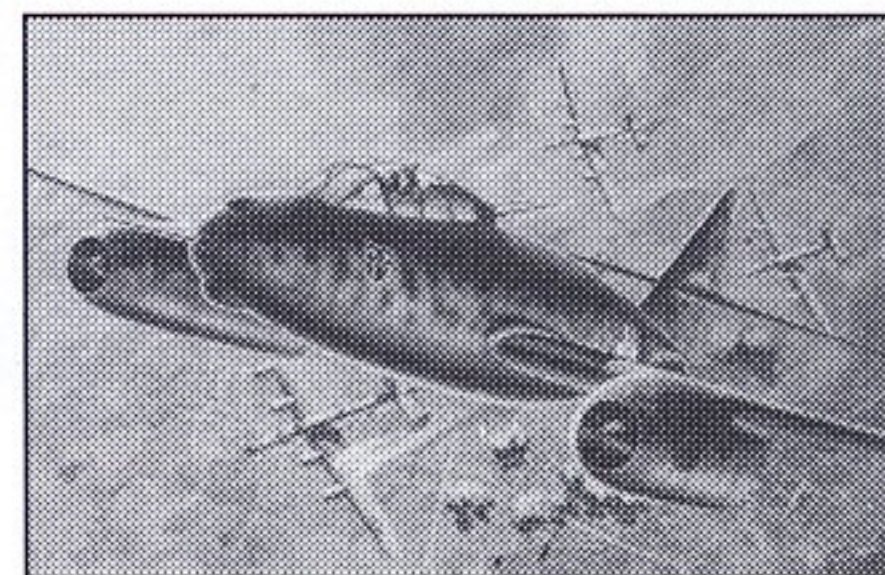
Panavia Tornado ECR 'Tiger Meet '98' *
1/72nd (IM)
Agusta A-109K2/REGA (ex-Italeri) +
Boeing-Vertol H-21 'Heer' (ex-Italeri)



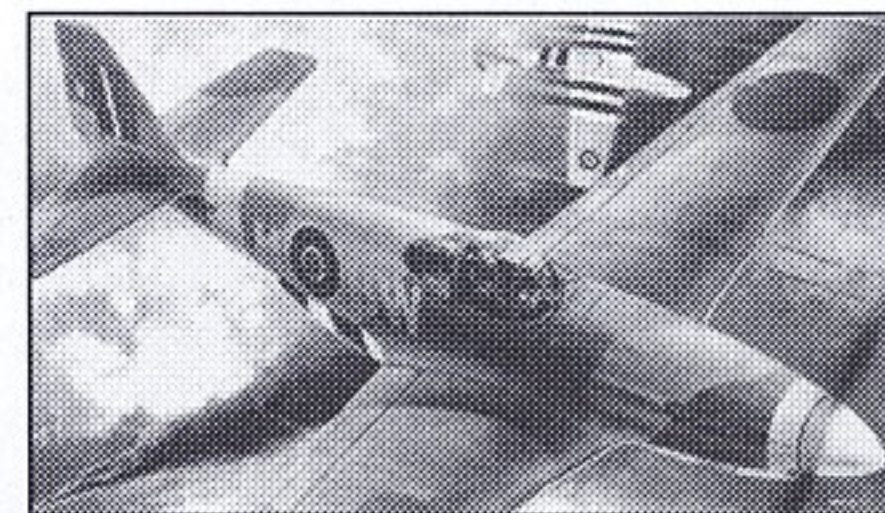
Bölkow Bô 117 'Medicopter' *
Fiat G.91R1/R3
Grumman F-14D Super Tomcat
Hawker Sea Hurricane Mk IIC +



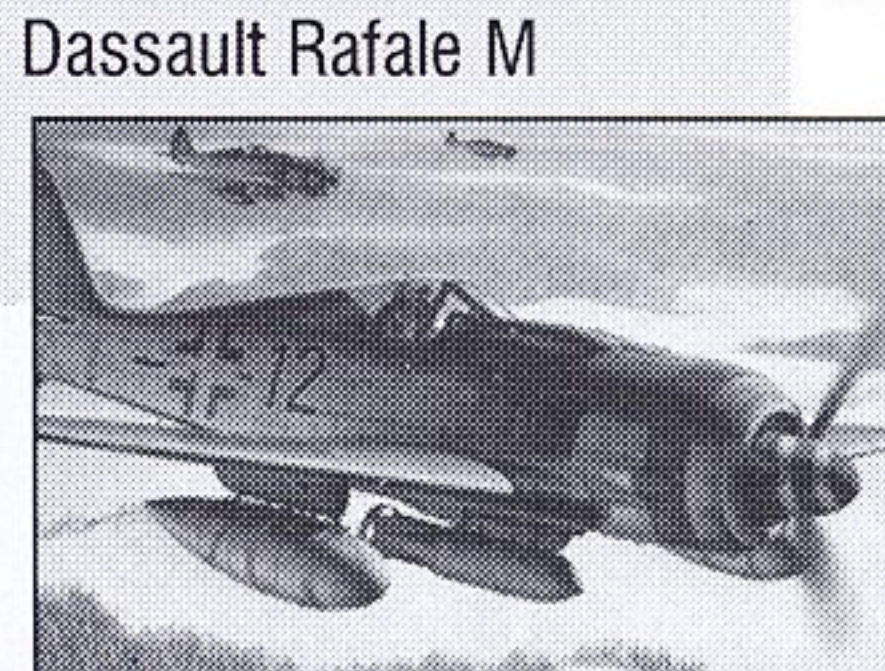
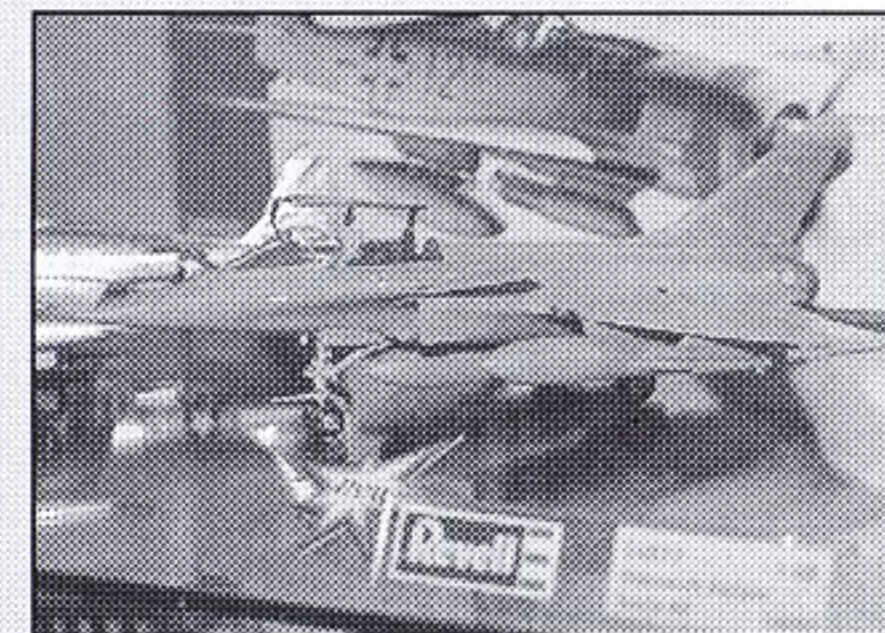
McDD F/A-18E Super Hornet (ex-Italeri)
McDD RF-4E Phantom
Messerschmitt Me 210A-1 (ex-Italeri) +



Messerschmitt Me P.1099 heavy fighter
Mil Mi-28 Havoc N



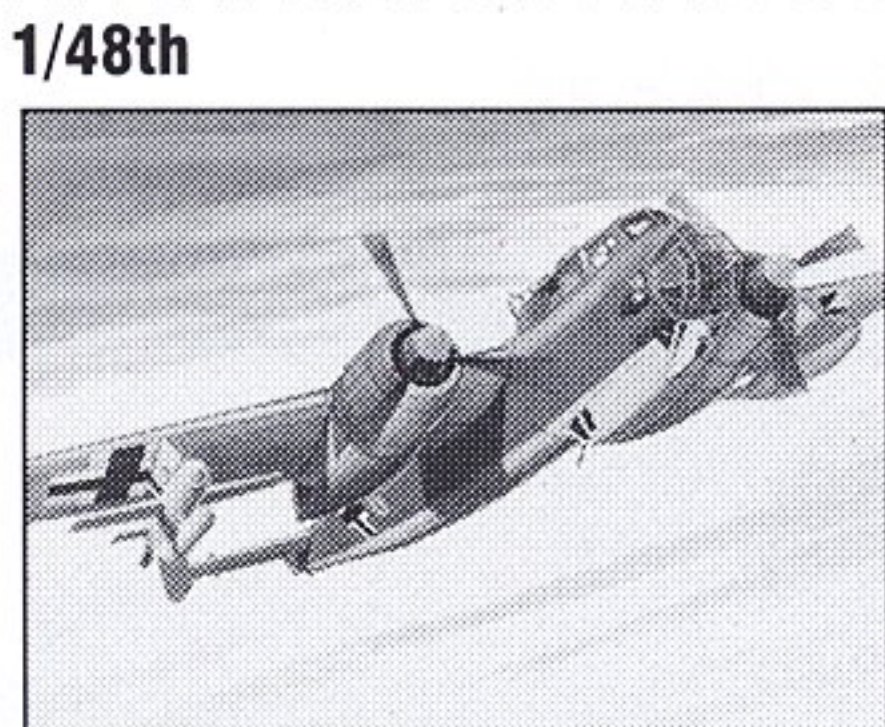
North American Mustang III 'RAF' +
North American F-100D (ex-Italeri)
Republic P-47M Thunderbolt
Republic F-84F Thunderstreak (ex-Italeri)
1/48th (IM)
Bell UH-1D 'German Army' (ex-Italeri)



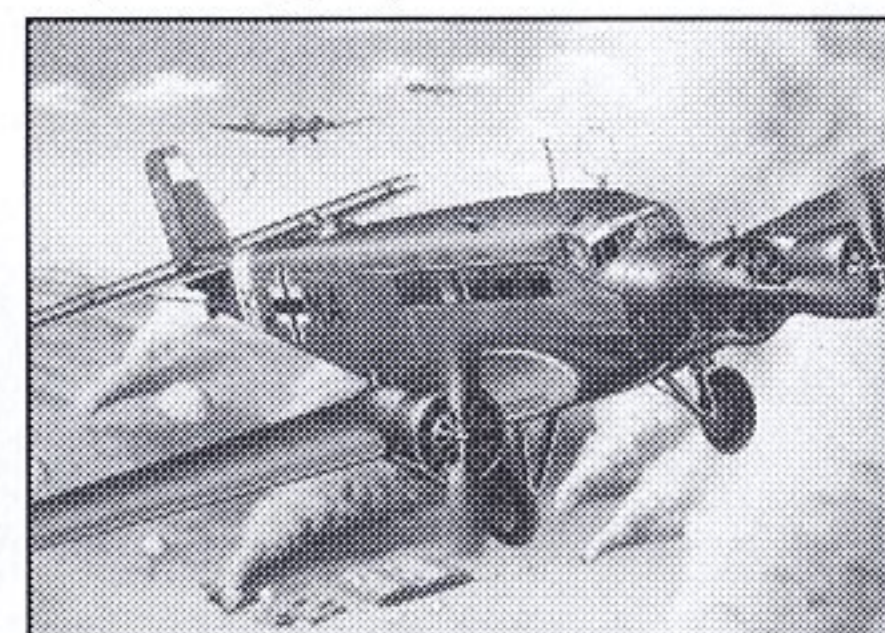
Focke Wulf Fw 190G-8 (ex-Dragon)

Focke Wulf Ta 154 (ex-Dragon)
GD F-16A 'Tiger Meet '98' *
Junkers Ju 88A-4 +
Kamov Ka-50 Hokum
Messerschmitt Bf 109G-10 *
1/32nd (IM)
Curtiss P-40E Warhawk *
Douglas SBD-5 Dauntless (ex-Matchbox)
Sud Alouette II 'Dutch/French' +

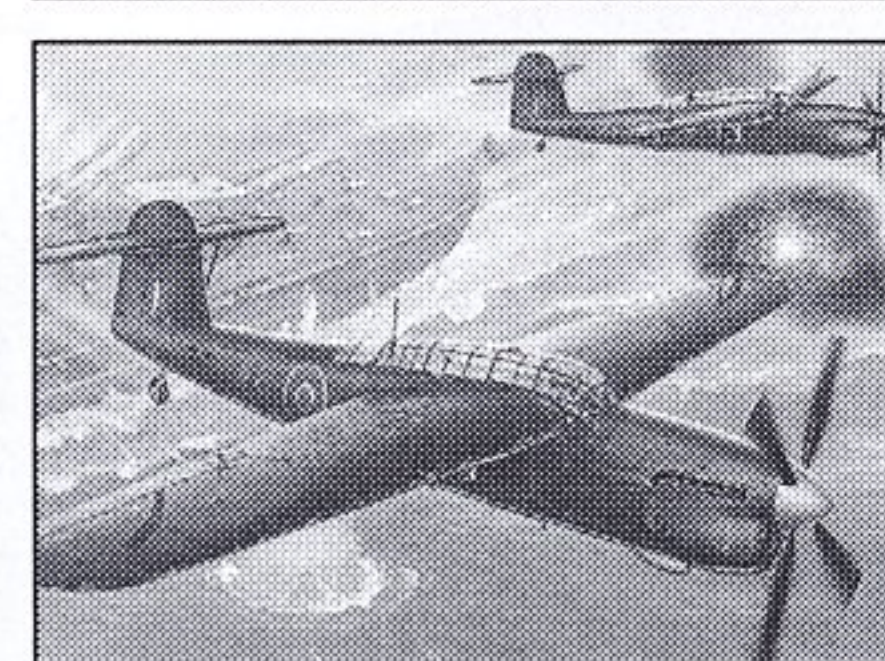
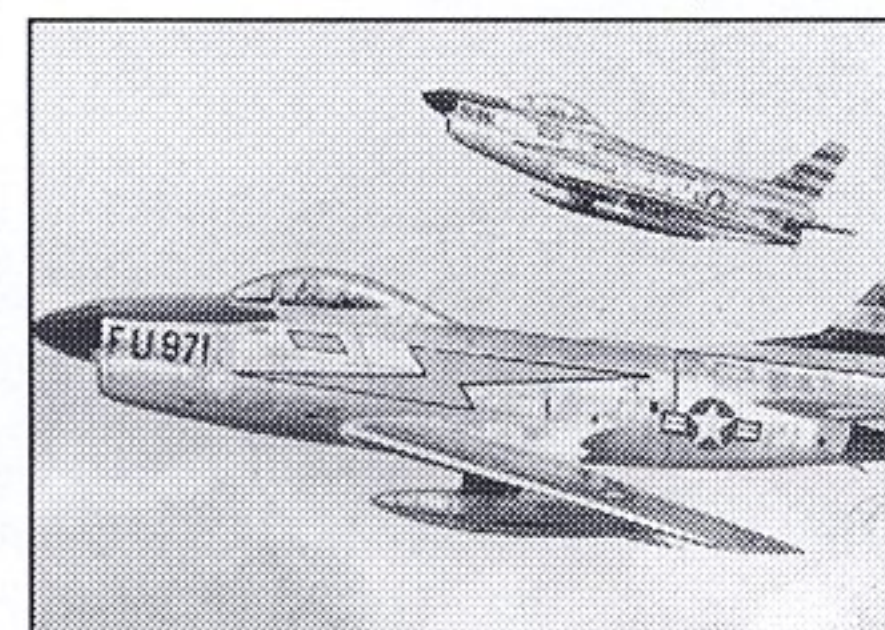
Revell-Monogram



Dornier Do 217E-5
Focke Wulf Ta 154 Moskito (ex-Dragon)



Junkers Ju 52/3 (ex-Revell®)
Martin B-26 Marauder *
McDD F-15E Strike Eagle



Republic F-84G Thunderjet
Rockwell B1-B Lancer (Ltd Edition) *

Roseplane

1/72nd (VF/R)
Farman F-40bis
Offag C.II
Royal Aircraft Factory Re-5

RotorCraft

1/72nd (R)
Atlas Oryx (Puma) @
Sud Alouette III @
Westland Wessex HAS Mk 3 @
Westland Wessex HAS Mk 1 @
Westland Wessex HU Mk 5 @
Westland Wessex HAS Mk 7 @

RS Models

1/72nd (R)
Arado Ar 65
Avia B 158
Avia B 322
Avia Bs 122
Avia Bs 123
Avia-Fokker F-IX
Bell XFN-1 Airabonita
Heinkel He 116B-0
Kawanishi J6KA
Kobeiseivo TE-60
Lockheed XP-38
Messerschmitt Bf 163
Praga E 210
Reggiane Re.2007
1/72nd (IM)
Praga E-39

RugRatResin

1/72nd (R/WM)
Avro 748

RVHP

1/72nd (R)
Aero A-18C
Letov S-218 Komar

RV Resin

1/72nd (R/WM/EB)
Junkers Ju 88V5
Mistel 3B (Ju 88H-4 & Fw 190A-8)

S Models

1/48th (VF/R)
Vultee P-66 Vanguard

Sanger

1/48th (VF/WM)
Antonov An-26 Curl
Armstrong Whitworth Whitley
Beriev Be-12 Tchaika
Cessna Citation V
Fairchild Metro III
Focke Wulf Fw 200 Condor
Fouga Magister
Percival Proctot
Short Stirling I/III
Sud Vautour

Sasquatch Scale Models

1/144th (IM)
Beechcraft 1900 'C'
Convair 240
Convair 600
DHC-6 Twin Otter *

Select Gallery

1/72nd (IM/VF/R/EB)
Britten-Norman Trislander
Pilatus PC-6/B2-H4 Turbo Porter

Sharkit

1/72nd (R/WM)
Bell X-14A
Bell X-14B
Bell X-5
Doak VZ-4A
Horten XVIII
MBB/Rockwell X-31
North American YAT-28
Northrop X-24C
Republic XP-47J
Douglas Skybolt
Pegasus launcher
Vanguard rocket
Vought Regulus I

Sierra Scale Models

1/48th (VF)
Fairey Burracuda

Sign

1/72nd (R)
Fokker K.VIII *
Macchi C.200 Saetta

Silver Wings

1/24th (RWM/EB)
Airco (De Havilland) D.H.9a
Bristol Bulldog
Gloster Gamecock
Gloster Gauntlet
Gloster Gladiator
Hawker Fury
Hawker Hart
WACO YMF-5

Sinifer

1/48th (R/WM/EB)
Curtiss SC-1 Seahawk *
Short Sunderland *

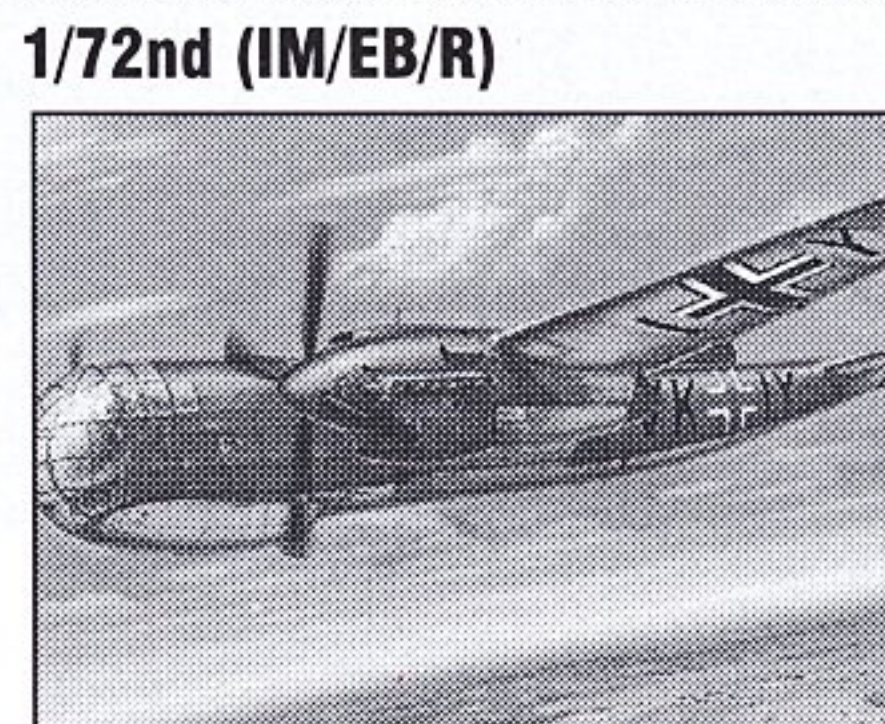
SkyModels

1/72nd (R/WM)
G.222/C-27 Spartan
Piaggio/Douglas PD.808
1/48th (R/WM/EB)
Aermacchi MB.339
Beech T-34C Turbomentor
SIAI Marchetti SF.260

SMER

1/48th (IM)
Fieseler Fi 156 Storch 'Hi-Tech Plus'
Messerschmitt Bf 109G-6 *
MiG-17PF/PFU (ex-OEZ) *
North American P-51A 'Hi-Tech Plus'

Special Hobby



Hiller UH-12 (H-23)

Stratosphere Models

1/72nd (R)
Lockheed Aurora Mach 5
Lockheed X-33
1/48th (R)
Lockheed X-31 *

Supermodel

1/72nd (IM)
Aermacchi MB.339A
Aermacchi MB.339K
Aermacchi MB339PAN

TAC Scale Dynamics

1/32nd (R/EB)
Aero L-39 Albatross
MiG-15
1/48th (R/EB)
Beech C-45 Expeditor
Vertol H-21 'Flying Banana'
Westland Lynx

Tamiya

1/72nd
Heinkel He 219A Uhu
1/48th
Bristol Beaufighter TFX +
Fairey Swordfish Mk II
Gloster Meteor F.1 & V-1 +

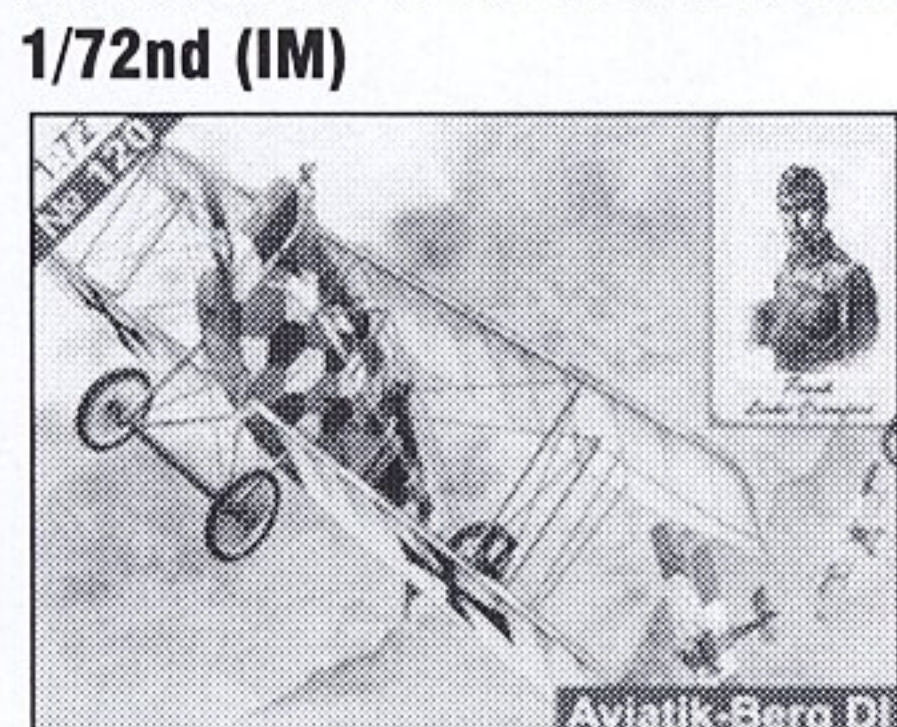
TC Models

1/48th (R/EB/WM)
Douglas World Cruiser
Gotha G.IV
Saunders-Roe SR/A1
Vickers Vildebeest

Testors

1/48th (IM)
Gates Learjet (ex-IMC)
1/32nd (IM)
Kaman HH-43 Huskie (ex-Hawk)

Toko



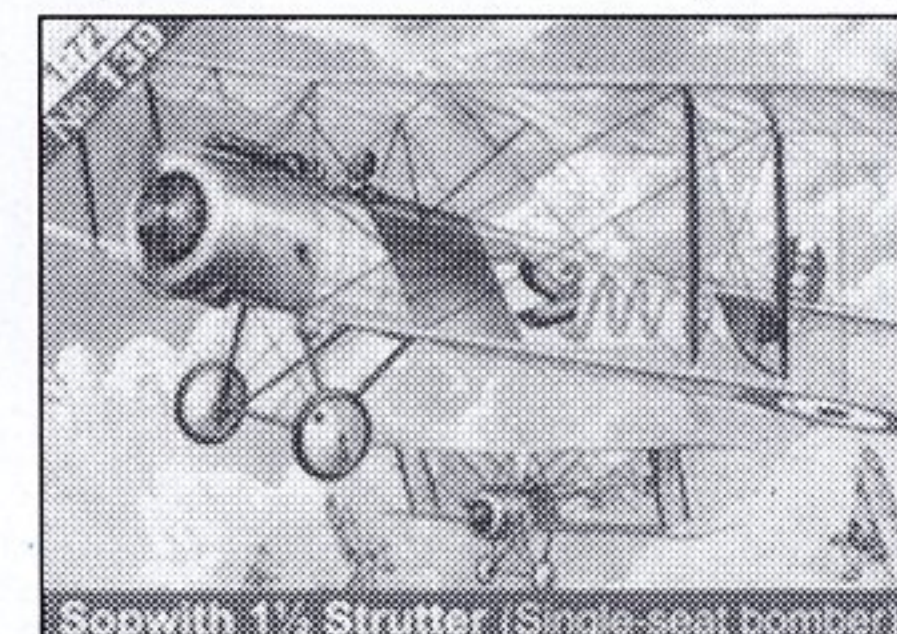
Aviatik-Berg D.I



Hansa Brandenburg D.I
Heinkel He 111A



Heinkel He 111B
Heinkel He 111C
Heinkel He 111E
Heinkel He 111F
Heinkel He 111G
Sopwith 1 1/2 Strutter (trainer)



Sopwith 1 1/2 Strutter (single seat)
Sopwith 1 1/2 Strutter (two-seat)
1/48th (IM)
Gloster Gladiator
Gloster Sea Gladiator

Tom's Modelworks

1/48th (R/EB/WM)
Albatros C.XII
Roland D.VIa

TOP GUN (Salon Modelarski)

1/72nd (R)
Beech 200 Super King
Bô 105 CBS
CASA 212 Aviocar
Cessna F337G
De Havilland D.H. 104 Dove Tp 64
Fairchild Metro III with Ericson radar
Fokker C.VD with wheels
Fokker C.VD with skis
Fokker C.VE with wheels
Fokker C.VE with skis
Fokker C.VE with floats
Heinkel HD.19 with wheels
Heinkel HD.19 with skis
Heinkel HD.19 with floats
Mil Mi-14 BT
PZL Kania (helicopter)
PZL 104 Wilga with wheels/skis/floats
Saab 340B with Ericson radar
Sabreliner 60
Sud-Alouette II

Unicraft

1/72nd (R)
Airspeed AS.31 fighter
Arado TEW.16/43-23
Belyaev 'DU-LK'
Blohm & Voss P.166
Dornier Do P59
Focke Wulf Fw 190V19
Focke Wulf Fw P.127
Focke Wulf Fw P.207
Göppingen Gö 9
Gudkow Gu-VRD
Junkers SFP
Martin Baker 'Tankbuster'
Mil V-7 jet helicopter
Shcherbakov VSI

Warrior Models

1/48th (R/WM)
Blackburn Roc
Blackburn Skua
Breda Ba 65K14
Fiat CR 20
PZL 24

Welsh Models

1/144th (VF/WM)
De Havilland Sea Vixen FAW.2
Hawker Seahawk
Hawker Siddeley Andover C.1
Gloster Javelin FAW.8
Ilyushin Il-18 'Aeroflot'
Lockheed Tristar K Mk 1
Supermarine Attacker FB Mk 2
Supermarine Swift FR Mk 5

Wingnut International

1/72nd (R)
Junkers Ju 88
'Führungsmaschine' *
Junkers Ju 88G-10 *
Republic XP-72 *
1/48th (R/VF)
Curtiss XP-87
Boeing FB-5
North American O-47

Zaklad Produkcji Zabawek

1/72nd (IM)
MiG-31
Yakovlev UT-2

KEY

* = Re-issue (with/without new decals)
+ = Revised or converted tooling
@ = Conversion
= Update with new detail parts etc
\$ = Note

[illegible]

A black and white photograph of a large, multi-engine amphibious aircraft, likely a P-60, on the water. The aircraft is white with dark stripes on the tail and a large dark circle on the upper wing. The tail number 'N-252' is visible. Two crew members are visible on the deck.

A large, multi-engine biplane is shown in flight, carrying a ship on its lower deck. The ship has the number '51423' and a roundel insignia. The biplane has four engines mounted on the upper wing. The ship is a large, white-hulled vessel with a dark superstructure. The background shows a body of water and distant land.



The stately Blackburn Perth K4011 was originally known as the Iris VI and was designed to meet Air Ministry specification 20/32. Spanning 97 feet, the boat was powered by three 825 hp Rolls-Royce Buzzard IIMS engines and offered the pilots the luxury of a totally enclosed glazed cabin. Four Perths were built replacing the Iris boats of No. 209 Squadron based at RAF Mountbatten in 1934. They were conceived to carry out long sea patrols, fleet co-operation and anti-submarine work with the 37mm COW (Coventry Ordnance Works) cannon that could be fitted on the bow in place of the Scarff ring. One Perth so fitted was the subject of numerous press photographs in the 1930s in which the Perth was invariably described with the usual accuracy of the hack journalist, as a flying battleship, which it was most certainly not.

A glance back at some of the silver sentinels of the empire

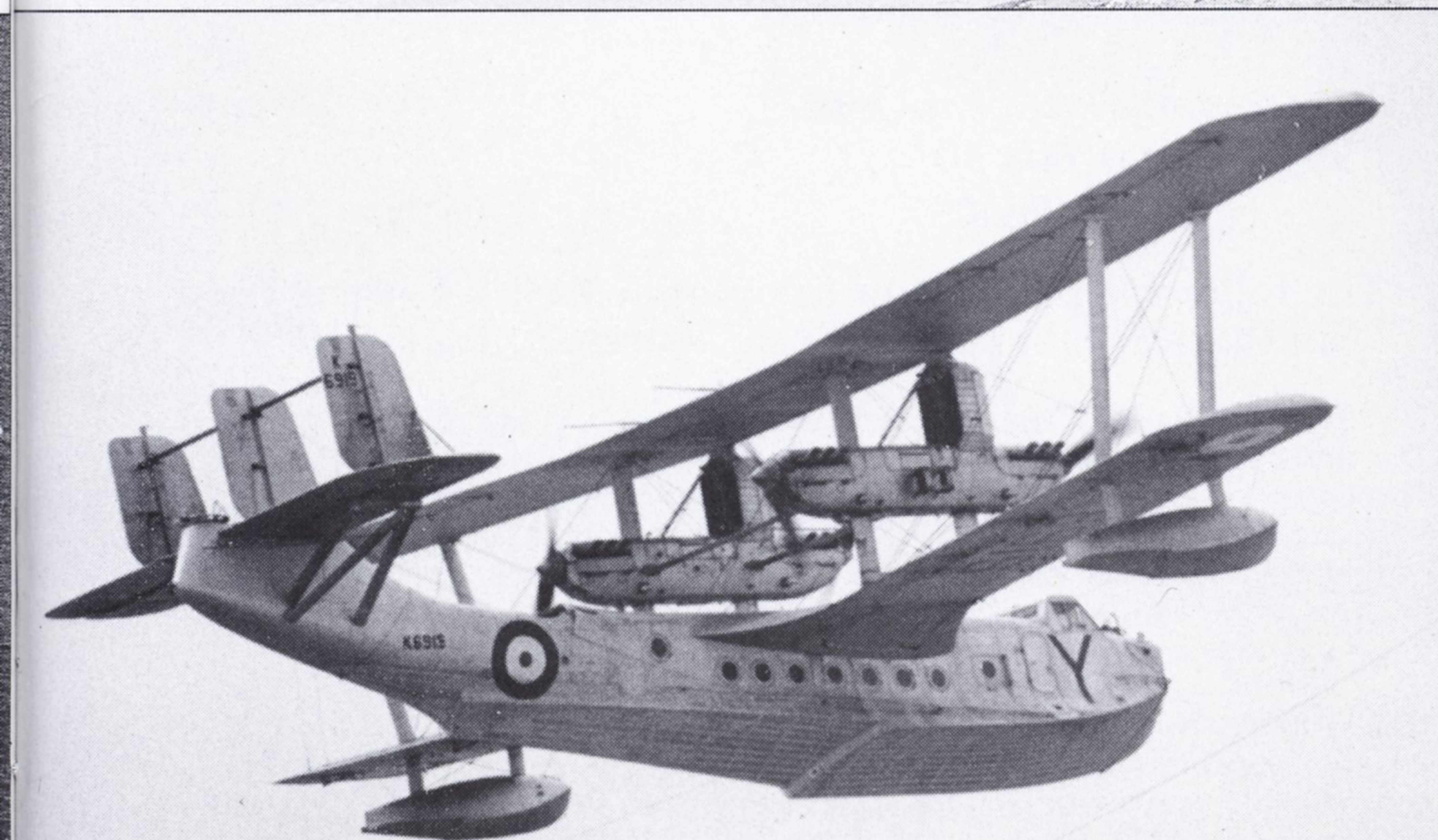
East of Suez...

by Harry Woodman

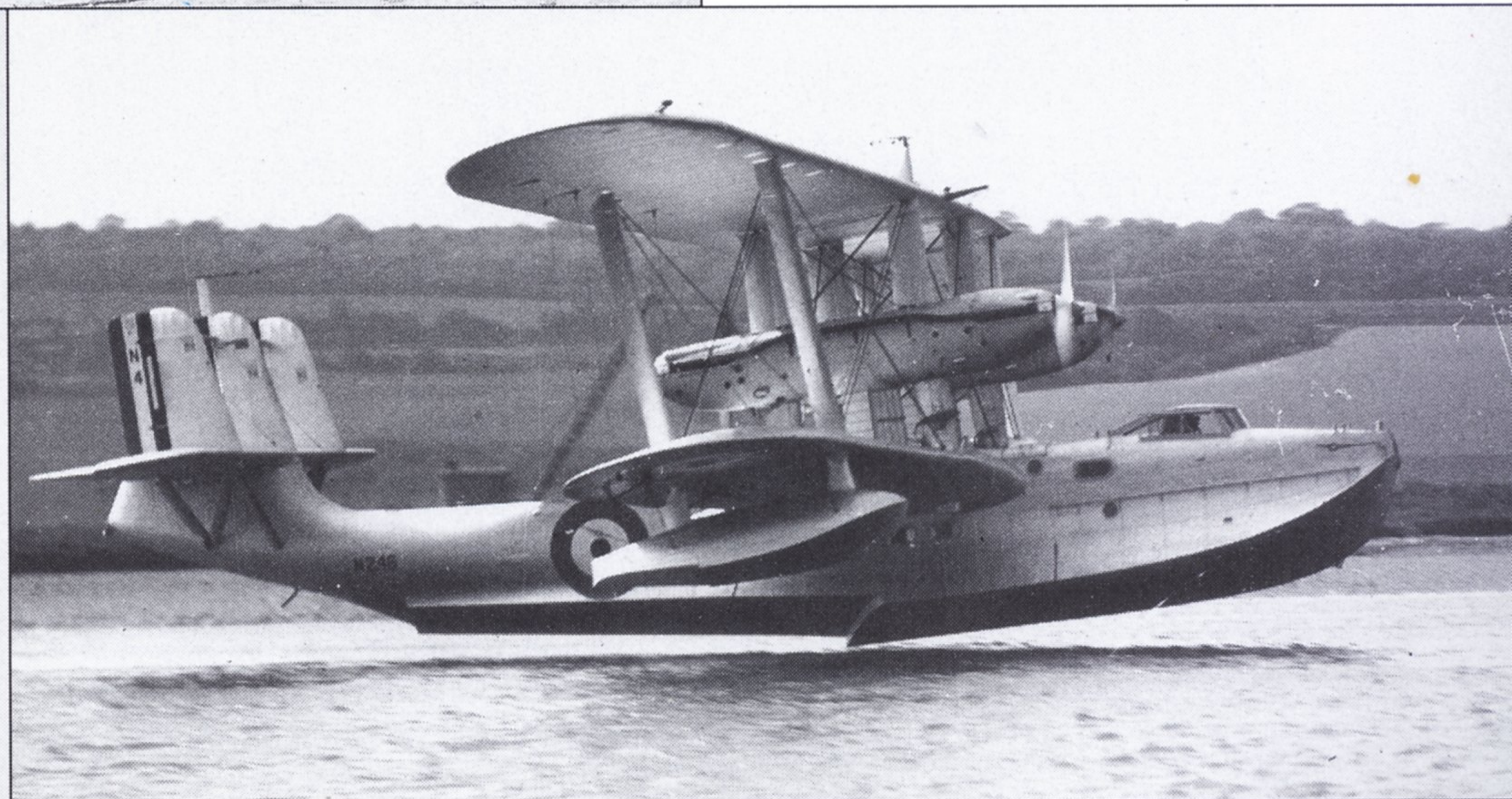


◀ The mightiest of all, the Short Sarafand S1589 was a one-off design inspired by the idea of a flying boat capable of crossing the Atlantic. Work on the 120 feet giant began at Rochester in the summer of 1931 and the final assembly had to take place in an open barge yard because of the height. Basically a stretched Singapore, the Sarafand was powered by six 825 hp Rolls-Royce Buzzard II engines, adding up to an all-up weight of 32 tons and a range of 1,450 miles. It was taken on charge by the RAF and eventually used for an extensive series of tests at Felixstowe where it was scrapped in 1936. The big boat provided valuable information and data on aeromarine structures which eventually led to the great Short monoplane boats and the immortal Sunderland. Seen above is the hatless Oswald Short in conversation with a group just after the Sarafand had been fitted with its top wing.

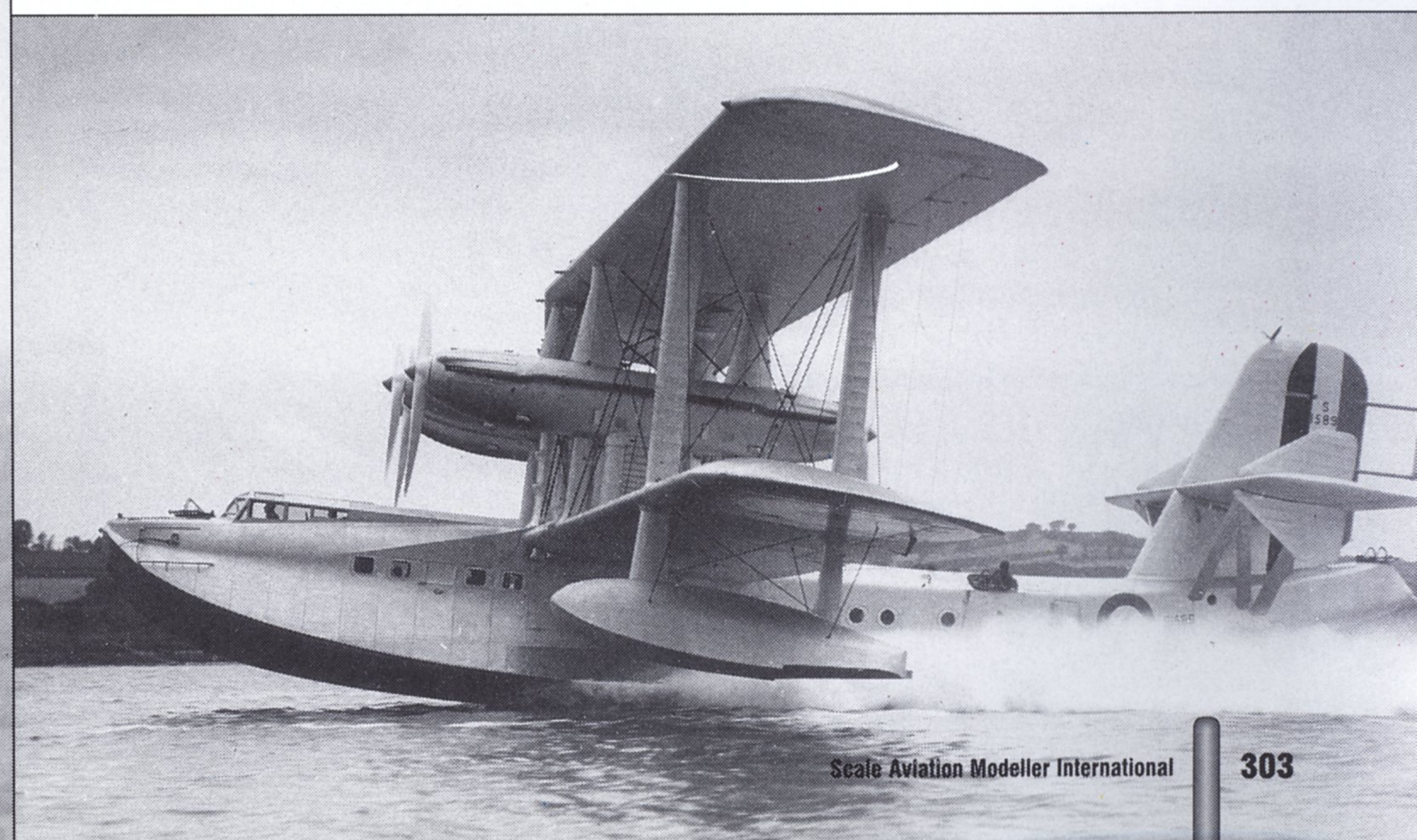
▼ The camera has caught Short Singapore II (modified) N246 just at the moment when the hull 'unsticks' from the Medway. This photo was taken on 23rd November 1933 with test pilot John Lankester Parker at the controls. After serving as a development boat for the magnificent Singapore Mk III the boat ended its days being hoisted by the hammerhead crane at the MAEE at Felixstowe and dropped sixteen times on to the water from heights varying from two to fourteen feet. This was to test the strength of the structure and despite damage to many components the planing bottom remained intact.



One must imagine what a sight these three Singapore IIIs of No.209 Squadron presented as they winged their way over the Orwell to Felixstowe in May 1938. The sound of twelve Rolls Royce Kestrel IX/VIII engines was enough to emphasise the squadron's motto 'Might and Main'. These great aerial "gunboats" served well in the hot spots of the Persian Gulf and Aden (of unbeloved memory) and the Far East. Seven squadrons operated Singapore IIIs and some were still in service in WWII, with No. 203 Squadron not receiving its replacement Blenheims until March 1940. In August 1941, No. 205 Squadron based at Seletar (Singapore) passed on their remaining Singapores to the RNZAF at Fiji, the old silver sheen now subdued in dull camouflage. They served in the Pacific until 1945 when the New Zealanders finally received Catalinas. The nearest Singapore here was K6919 (Y), the middle boat is K8567 (M) and furthest is K6914 (C).



▼ With the six Rolls-Royce Buzzards at full throttle in a crescendo of sublime sonority trailing a cloud of spume and spindrift, the largest British biplane flying boat roars down the Medway on June 30th 1932 with John Lankester Parker at the controls: a fading cameo of an age long passed.



PRONTO MODEL

ITALIAN MAIL ORDER ORGANISATION ONLY

SUPERMODEL

NEW - SP014 - Aeromacchi MB 339 PAN - Lit. 16,000
NEW - SP020 - Aeromacchi MB 339 A - Lit. 15,000
NEW - SP019 - Aeromacchi MB 339 K - Lit. 15,000

HUMA MODEL

NEW - HU 6001 - Junkers JU 288-C - Lit. TBA
HU 5001 - Junkers JU 287 V-1 - 1/72 - Lit. 54,000
HU 4501 - Kalkert 430 - 1/72 - Lit. 46,000
HU 5000 - Focke Angelis 223 - 1/72 - Lit. 54,000
HU 3000 - DFS 230 - 1/72 - Lit. 25,500
HU 2511 - Lippish DM1 - 1/72 - Lit. 20,000

L.B. Italian Wings (resin)

Kits

LBK 72/004 - Piaggio P119 - 1/72 - Lit. 75,000
LBK 72/005 - IMAM RO 41 - 1/72 - Lit. 60,000
LBK 72/011 - IMAM RO 63 - 1/72 - Lit. 41,000
LBK 72/010 - CANSA FC 20 - 1/72 - Lit. 60,000
LBK 72/012 - SM 84 - 1/72 - Lit. 155,000

CONVERSIONS - 1/72

LBC 72/003 - SM 83 - Lit. 65,000
LBC 72/010 - SM 73 - Lit. 55,000

AGA

AG104 - F84G Thunderjet - 1/72 - Lit. 10,000

CHEMATIC

CH001 - Dewoitine D 520 - 1/72 - Lit. 11,000
CH008 - Fairey Gannet - 1/72 - Lit. 11,000
CH016 - Blackburn Skua - 1/72 - Lit. 11,000
CH019 - Fairey Firefly - 1/72 - Lit. 11,000

RPM

RP104 - PWS Slepak - 1/72 - Lit. 10,000
RP107 - MiG 3 - 1/72 - Lit. 10,000
RP108 - Hawker Typhoon - 1/72 - Lit. 10,000
RP109 - Messerschmitt Bf 109 T2 - 1/72 - Lit. 10,000
RP111 - Beriev Be-4 - 1/72 - Lit. 10,000
RP112 - Messerschmitt Bf 109 E1 - 1/72 - Lit. 10,000

PZW

PZ008 - Sikorsky S55 - 1/72 - Lit. 8,000

AIRMODEL

AM089 - IMAM RO 37-37 bis - 1/72 - Lit. 21,000
AM108 - IMAM RO 44 - 1/72 - Lit. 21,000
AM403 - Piaggio P 108 - Lit. 60,000
AM404 - FIAT CR 25 - Lit. 37,900

TAURO MODEL DECALS

TM72/513 - reprint Regia Aeron - Lit. 10,800
TM72/521 - reprint Regia Aeron - Lit. 10,800
TM72/567 - Low Vls. Data Stenc. F104 - Lit. 10,800
TM48/564 - Reg. Aeron. Data Stenc. - Lit. 10,800
TM401 - Solid transparent - Lit. 5,900
TM411 - Solid colour White - Lit. 5,900
TM413 - Solid colour Red Fs 11136 - Lit. 5,900
TM417 - Solid colour Blue Fs 15044 - Lit. 5,900
TM428 - Solid colour Titanium - Lit. 5,900
TM433 - Black squares 1/72 little - Lit. 5,900
TM440 - Red squares 1/48 medium - Lit. 5,900
TM451 - Dark wood sheet - 1/72 - Lit. 5,900

TAURO MODEL KITS

TM R801 - Fiat (N.A.) F86K - 1/72 - Lit. 68,000 w.dec.
TM72/901 - Alfa Romeo 126 (3 pcs met.) - Lit. 25,000
TM48/902 - Alfa Romeo RA 1000 (res) - Lit. 20,500
TM48/904 - FIAT RA 1050 (res) - Lit. 20,500
Tauro Model catalogue - Lit. 9,000 (13,000 by air)

TOKO

RU019 - IL-2 Stormovik - 1/72 - Lit. 28,000
RU022 - Bell P 63 Kingcobra - 1/72 - Lit. 28,000

NOIX MODEL 1/48

N48-01 - Macchi M39 resin w.decals - Lit. 115,000
N48-10 - Macchi M33 resin w.decals - Lit. 130,000
N48-11 - Macchi C72 resin w.decals - Lit. 150,000
N48-18 - Piaggio Pagna P c7 res. w.d. - Lit. 130,000

GAE publications (It/Eng. text)

GAE 007 - Breda Ba 65 - Lit. 25,000
GAE 008 - Macchi Mc 200 Saetta - Lit. 25,000
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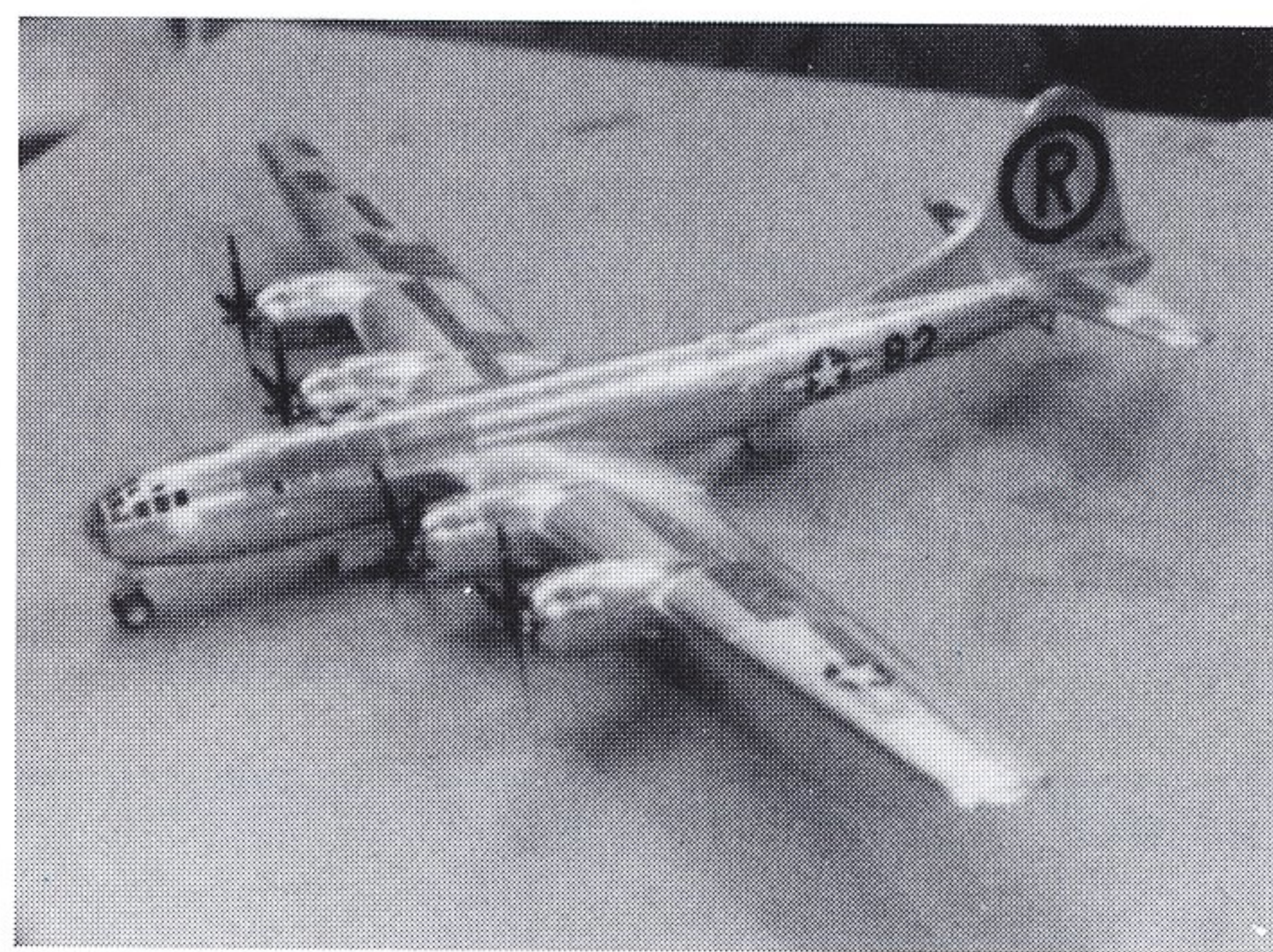
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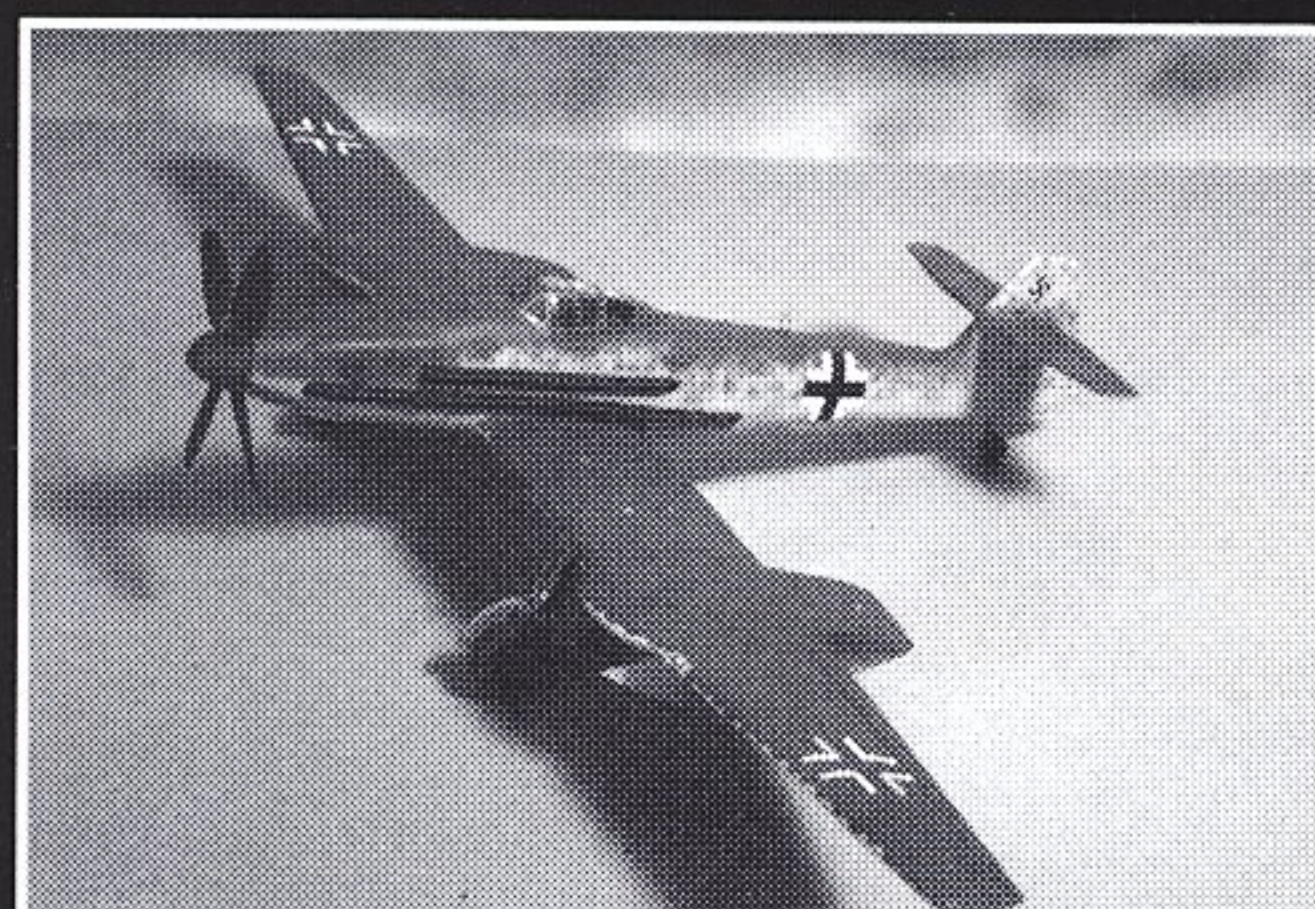
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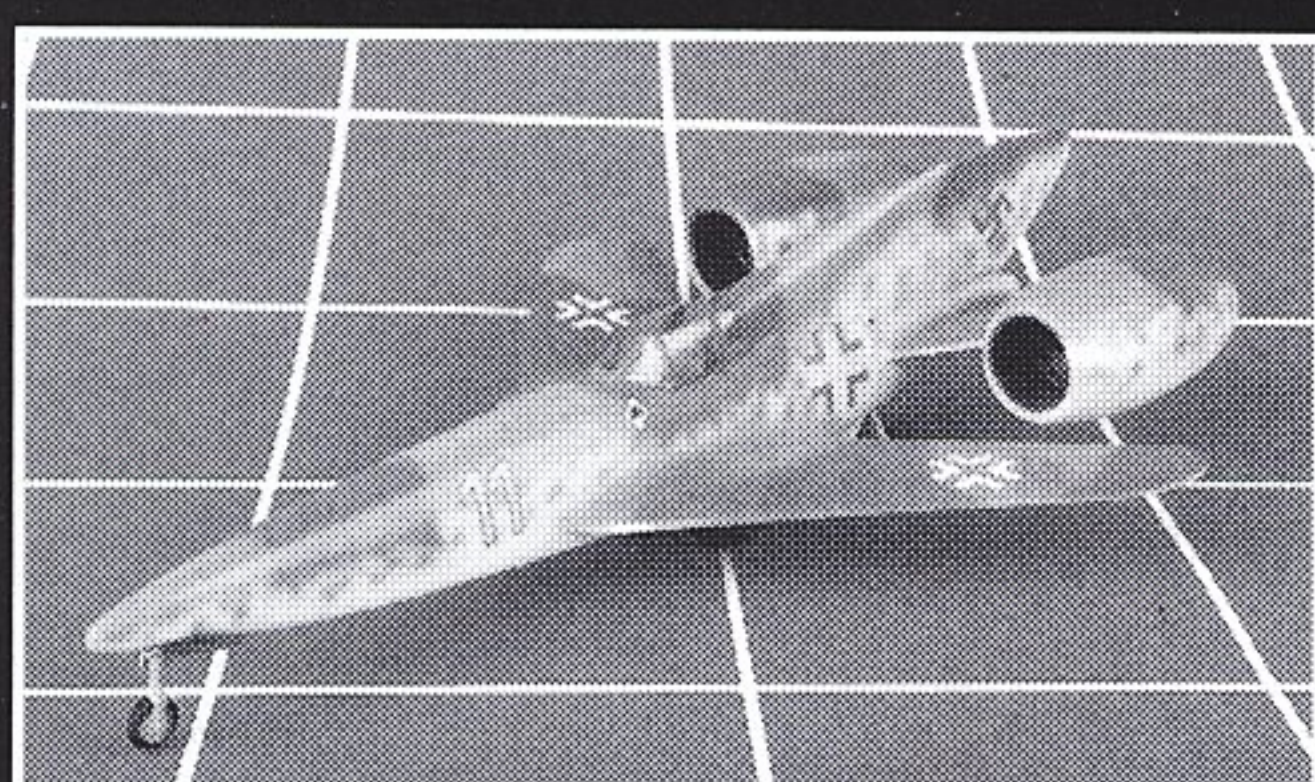
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1/48

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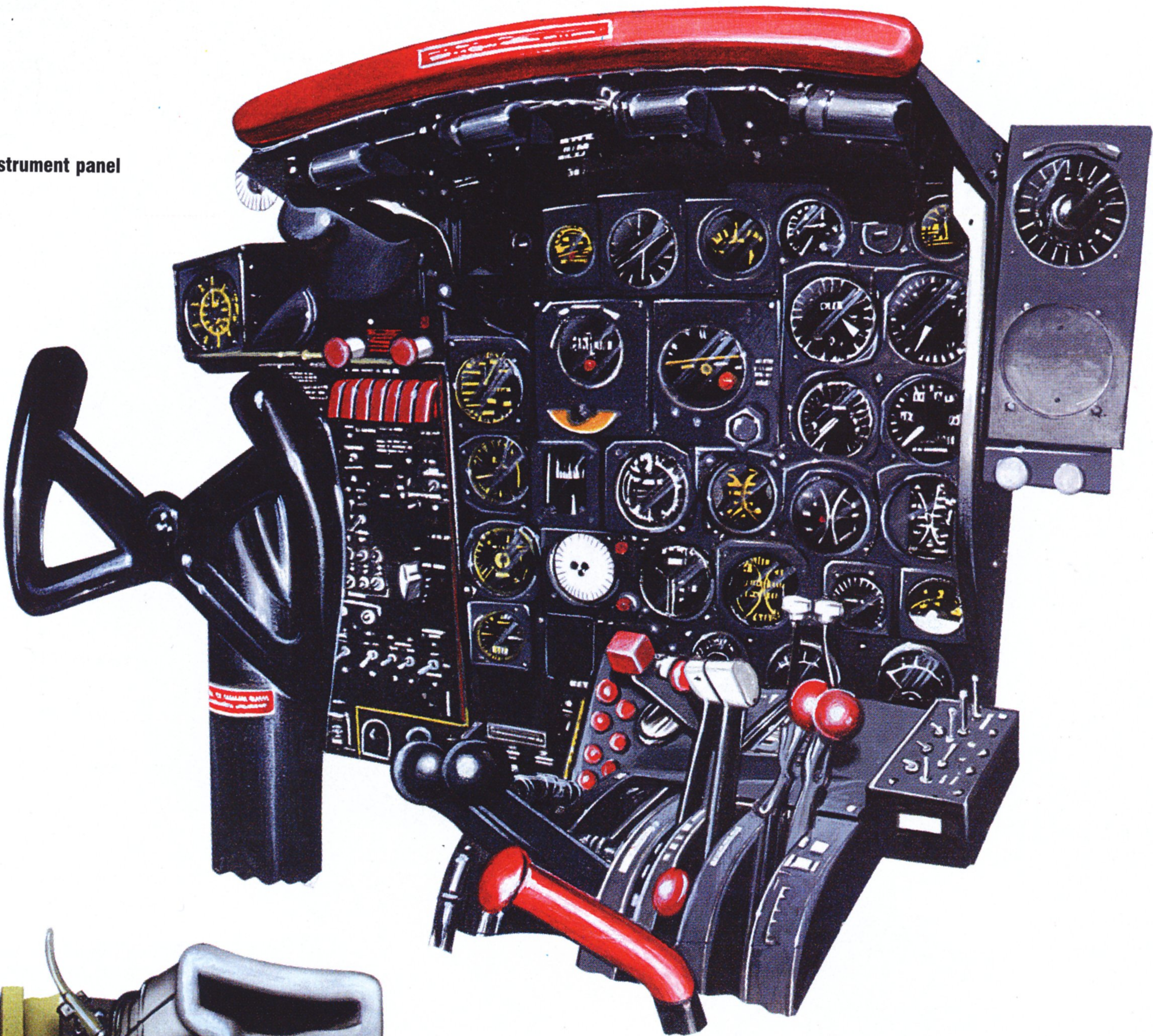
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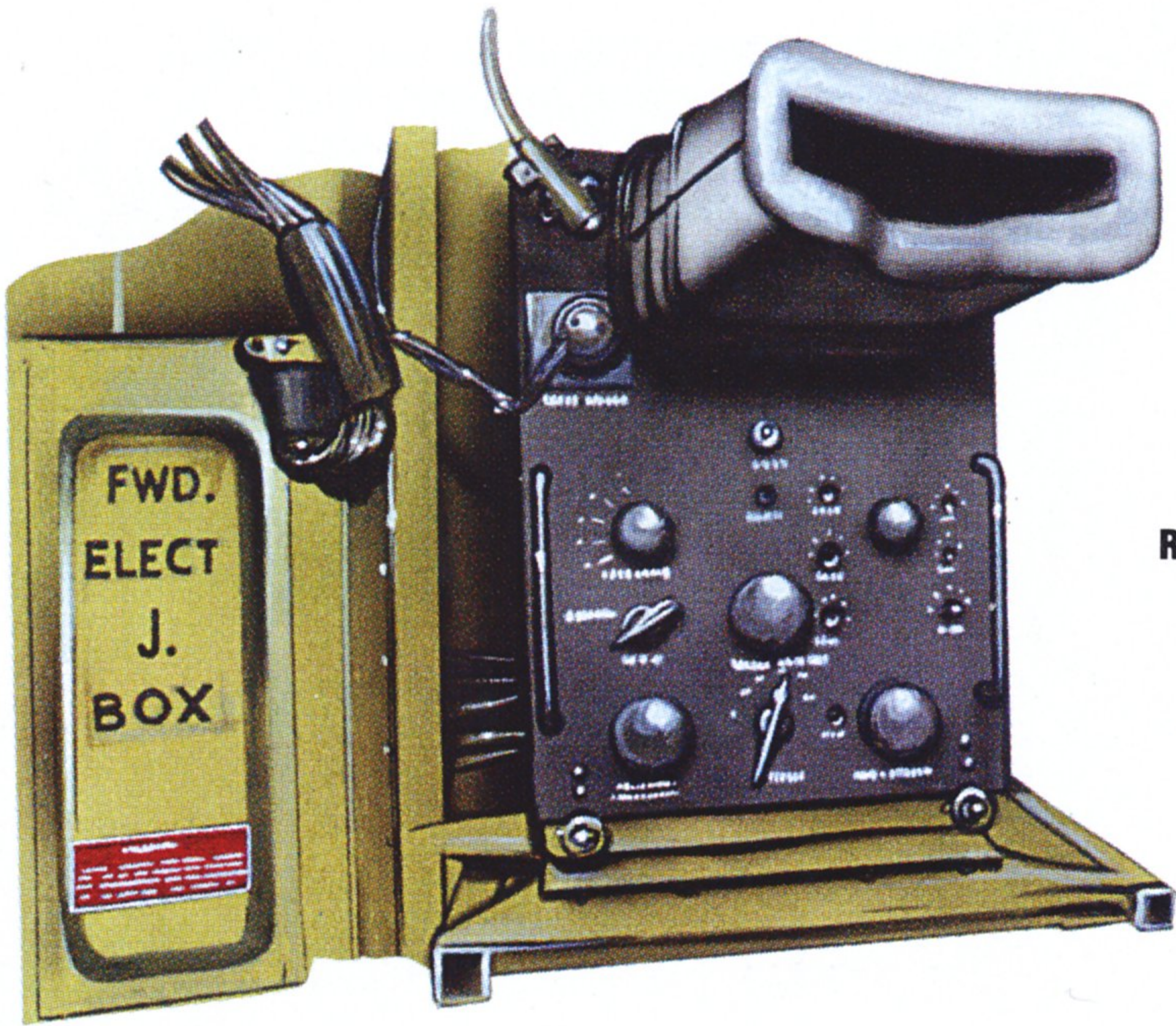
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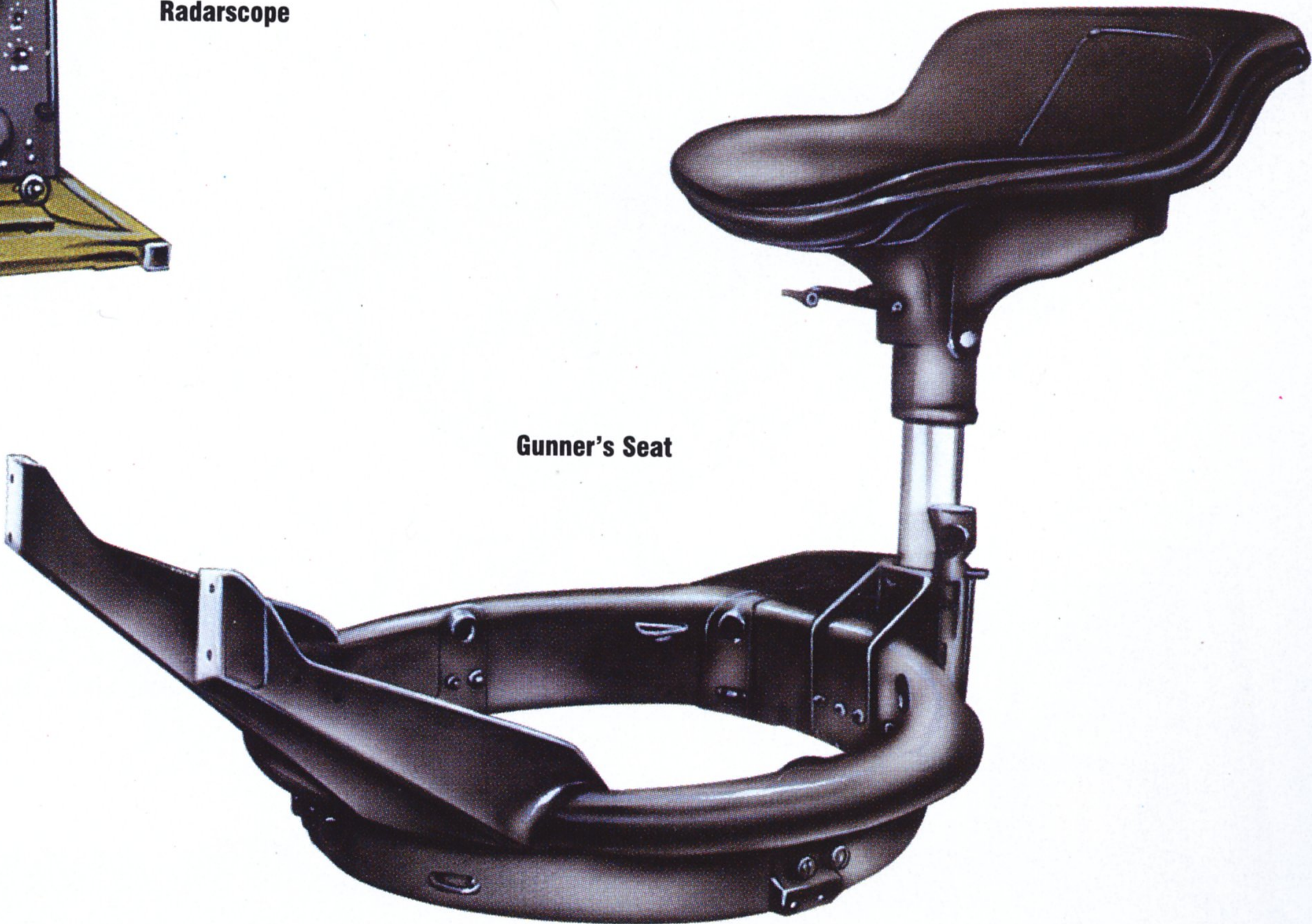
Pilot's instrument panel



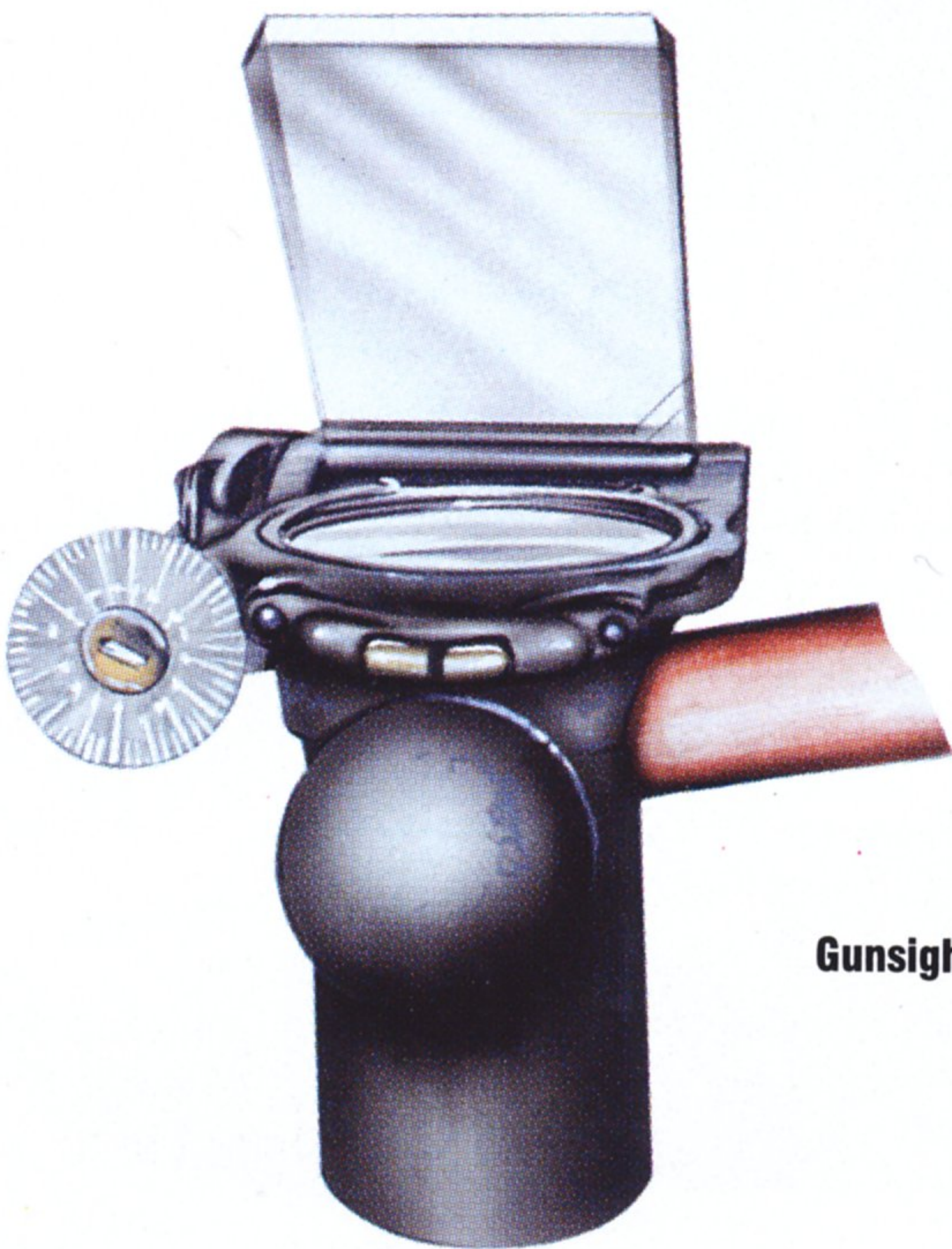
Radarscope

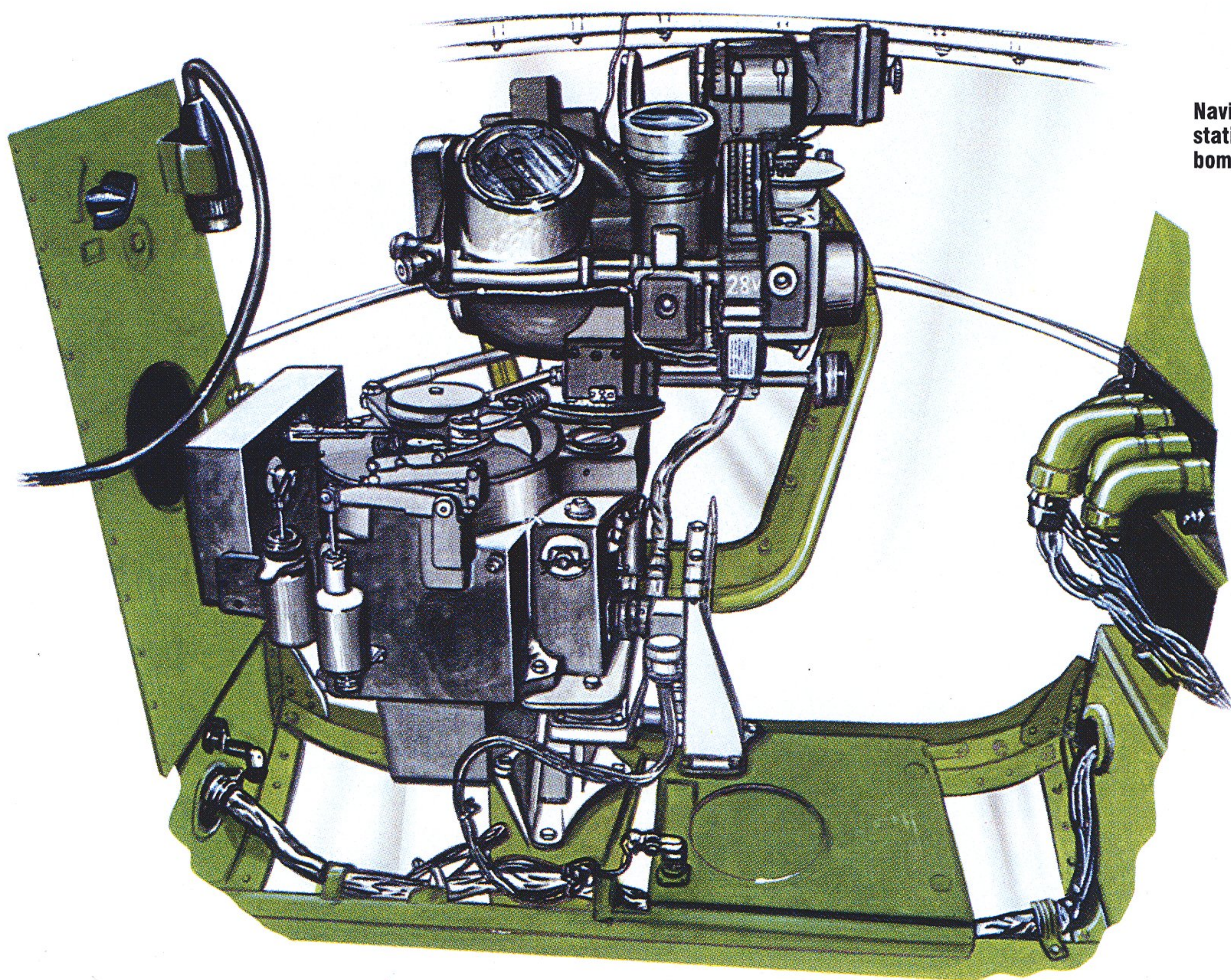


Gunner's Seat



Gunsight

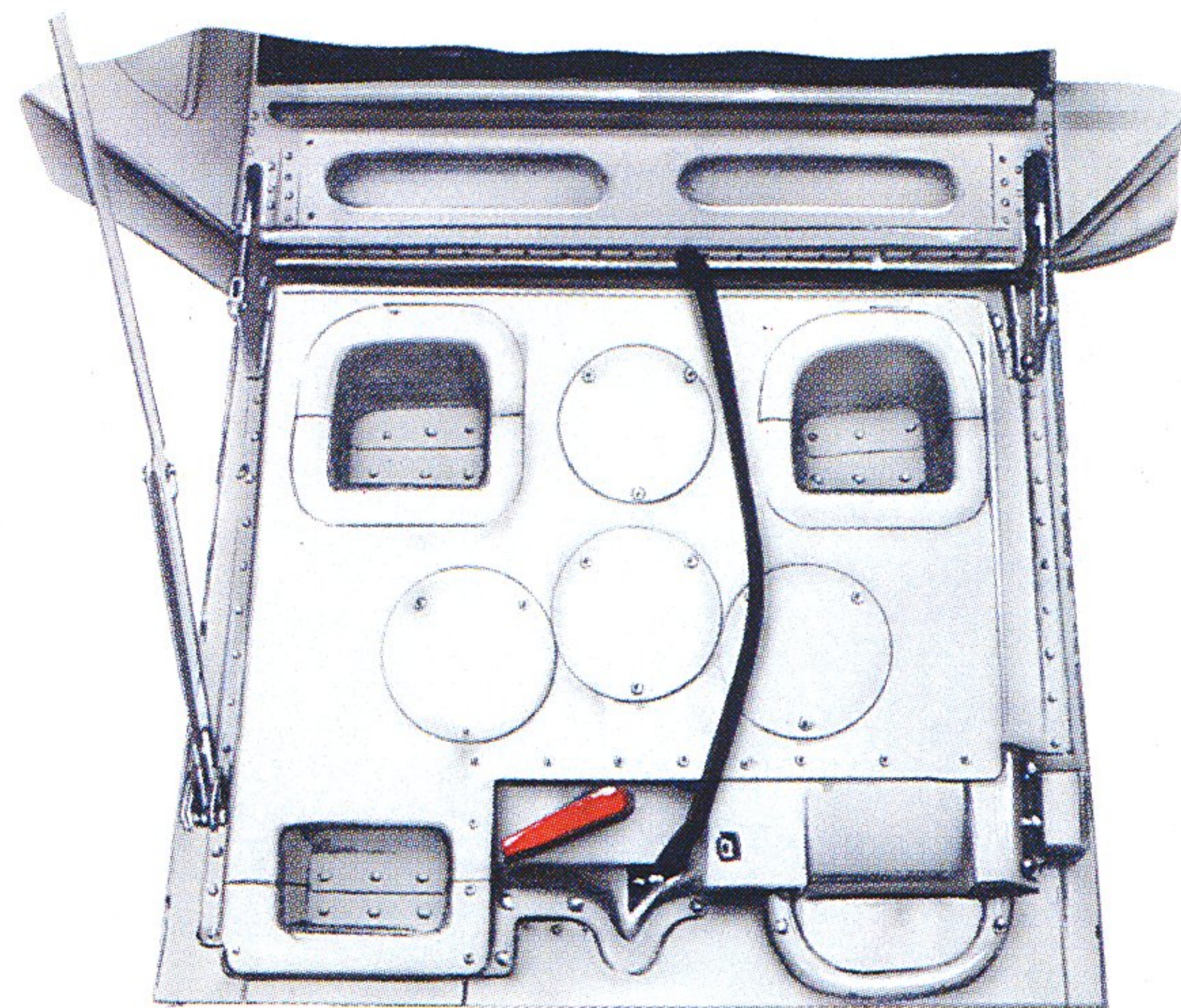




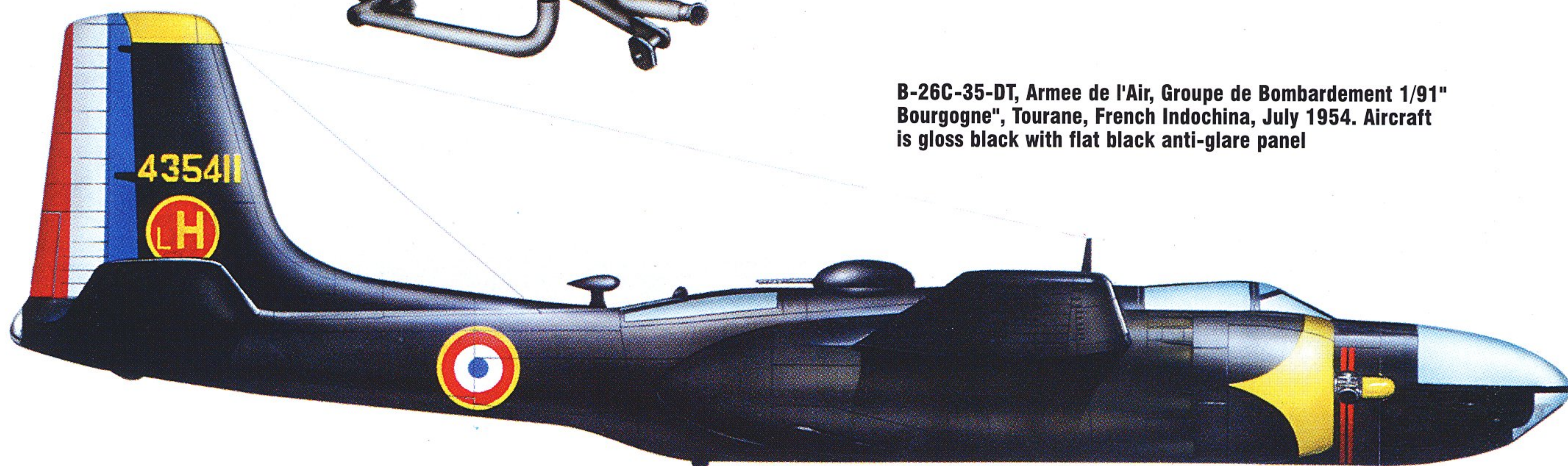
Navigator/Bombardier station with Norden bombsight



Pilot's seat

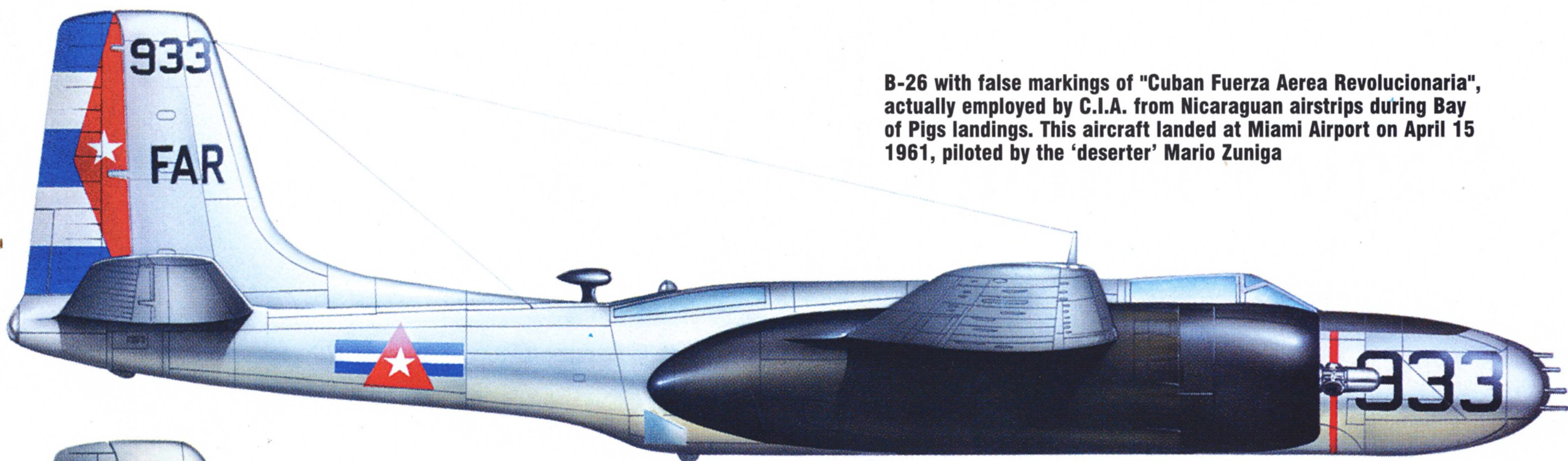


Nose access door

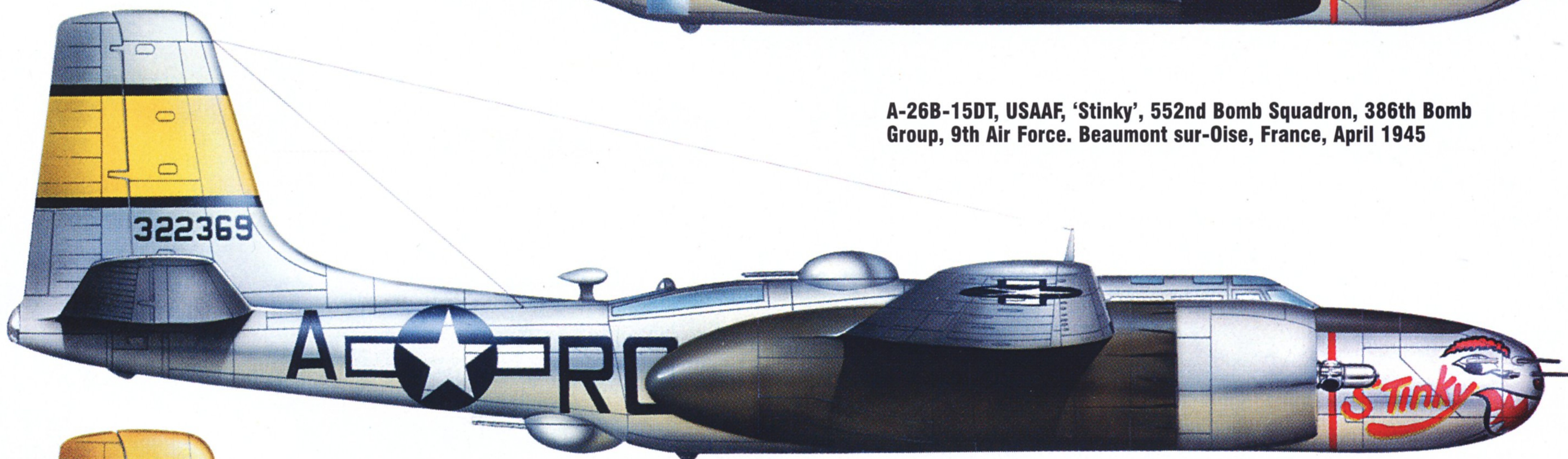


B-26C-35-DT, Armee de l'Air, Groupe de Bombardement 1/91" Bourgogne", Tourane, French Indochina, July 1954. Aircraft is gloss black with flat black anti-glare panel

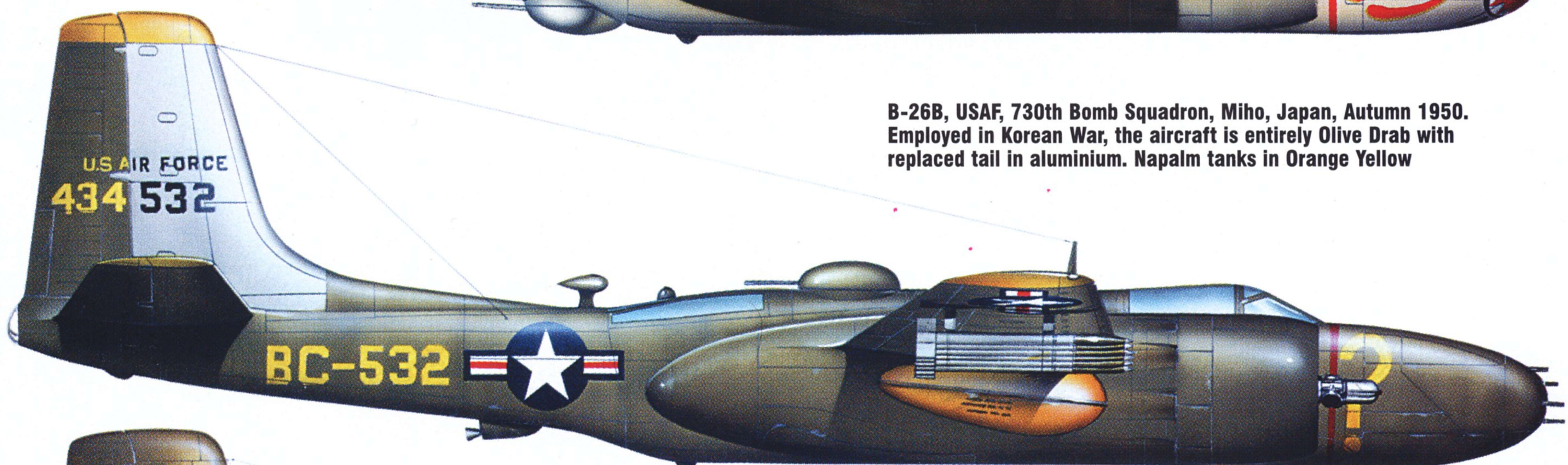
Aero Feature **DOUGLAS A-26 INVADER**



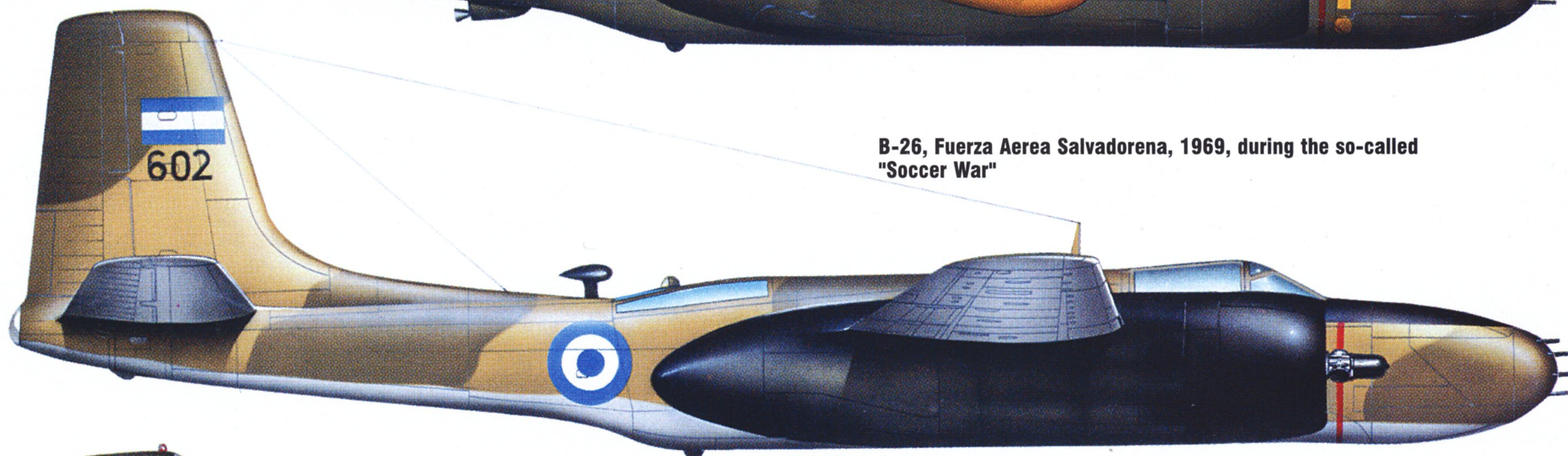
B-26 with false markings of "Cuban Fuerza Aerea Revolucionaria", actually employed by C.I.A. from Nicaraguan airstrips during Bay of Pigs landings. This aircraft landed at Miami Airport on April 15 1961, piloted by the 'deserter' Mario Zuniga



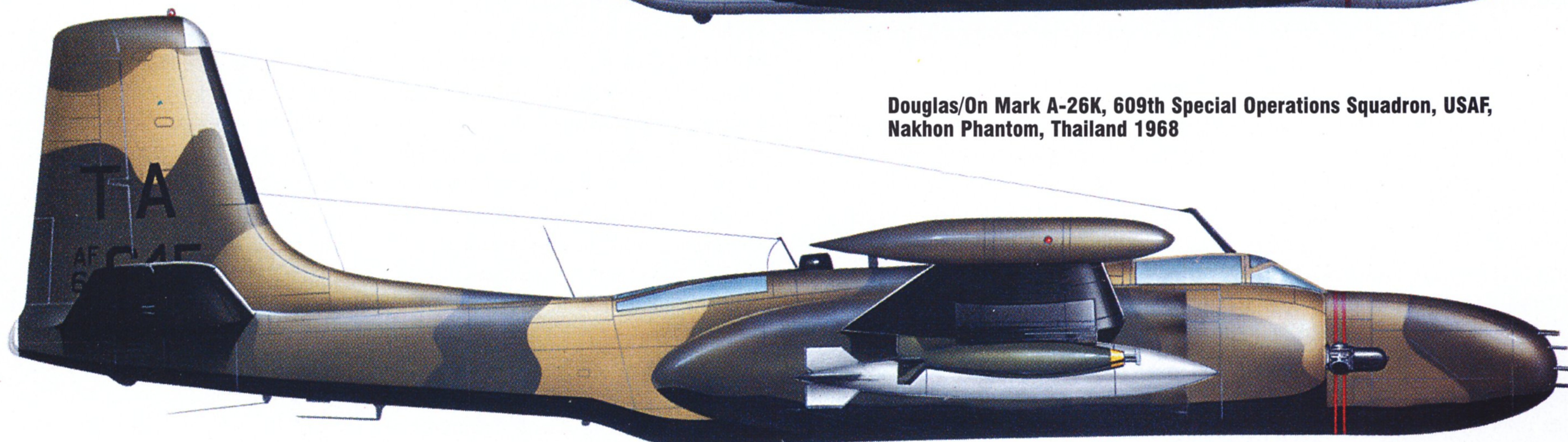
A-26B-15DT, USAAF, 'Stinky', 552nd Bomb Squadron, 386th Bomb Group, 9th Air Force. Beaumont sur-Oise, France, April 1945



B-26B, USAF, 730th Bomb Squadron, Miho, Japan, Autumn 1950. Employed in Korean War, the aircraft is entirely Olive Drab with replaced tail in aluminium. Napalm tanks in Orange Yellow



B-26, Fuerza Aerea Salvadorena, 1969, during the so-called "Soccer War"



Douglas/On Mark A-26K, 609th Special Operations Squadron, USAF, Nakhon Phanom, Thailand 1968



Nº.2, by Kenneth Clapham

1/48th
SCALE

Messerschmitt Bf 109G-12

(mid-range version)

Perhaps not as well known as standard Messerschmitt 109s, the G-12 was a two-seat, unarmed trainer version of this classic fighter, with around 100 "G" models (G-1, G-2, G-3, G-4 and G-6) being converted in 1944 to help speed up pilot training programmes. Like the standard '109's, the G-12 was powered by the Daimler-Benz DB605A engine, giving a top speed of 390MPH, at 21,000 ft.

The Kit

Moulded by Falcon of New Zealand, the kit has all the "qualities" one would expect from a kit of this nature. The sprue gates are big and chunky, the trailing edges are quite thick, and the parts look as though they lack detail and finesse. This is not true! The panel lines are finely engraved, so finely engraved they do not become apparent until paint is applied. The kit is made up of 47 (I think) plastic parts, 10 metal parts, and 2 vac-form canopies, (flat and curved top). The kit represents the plane converted from the standard G-4 variant. When the builder takes the kit out of the box, the plastic parts feel quite oily. A quick scrub with luke-warm water and a soft scrubbing brush will take care of this minor niggle quite nicely.

I decided against exposing the engine on this model, as I was still recovering from an earlier Hasegawa/Verlinder Stuka build which will feature later in the series, and I was also unsure which version of the DB605A was used. (I have since found out, don't worry!) Anyway, after going through the list of planes for this series, and the engine updates available, there are only around 6 I can stick an engine onto, and I subsequently decided that it wouldn't be worthwhile making the engine a standard feature - Oh, well!

Getting started...

Despite being a limited-run kit, I still freed all the parts when I needed them, instead of releasing them all in one go. The cockpit is made up of some 19 parts, 4 of which come from the metal department (the trim wheels). The fuselage sides have excellent sidewall detail, so all I added were seatbelts to both cockpits, from the Re-heat set. The instrument faces have raised lines, so I filled them with gloss black, and dry-brushed them with white, instead of using decals (which would've come from the spares box anyway). The trim wheels are glued together to make pairs, but if installed like this, the cockpit floor/seat assembly will not fit. To remedy this, I fitted only one into each position, instead of the aforementioned pair.

Technical Data

Manufacturer: Falcon
Scale: 1/48th **Price:** £19.95
Status: Revised Tooling ✓
Panel Lines: Engraved ✓
Fabric Effect: Raised ✓
Type: Limited Run Injection Moulded Plastic, White Metal and Vac-formed Clear
Parts: Plastic 47, Metal 12, Clear 2
Decal Options: 5
Manufacturer: Falcon Industries,
PO Box 42-093, Wellington, New Zealand

The cockpit, when finished, was installed into the right fuselage half, although the floor and seats needed sanding down first, as they are slightly too wide for the fuselage (even after I had finished sanding the seats, the trim wheels still fouled the fit). I managed to break off the rear seat (instructor's?) before fitting, and glued it on afterwards, which made things slightly easier. I would suggest removing the front 0.5mm of the rear sidewall detail on the left fuselage half, as it fouls the cockpit join as well.

When the oil cooler assembly is fitted, the intake (part 19) doesn't fit. I probably didn't sand the intake grill enough, but I opted to replace it. I stuck a lump of milliput to the inside of the intake, tacked the intake to the lower fuselage and let the milliput dry. After it hardened, I removed it, sanded the front of the milliput straight and scribed some grooves onto it to represent a matrix.

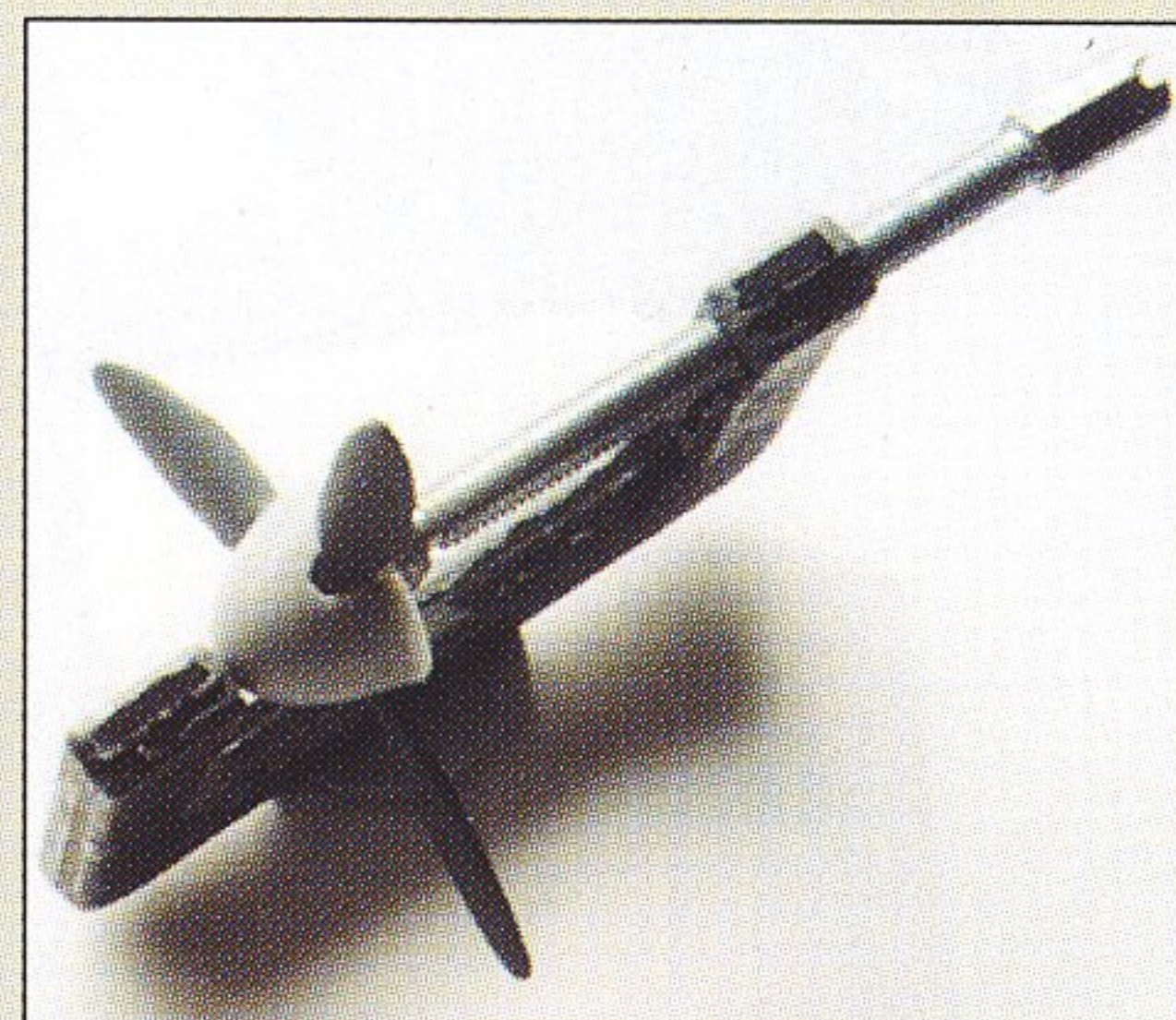
Next...

Before the wing halves can be joined, the wheel wells have to be sanded down, as they are too high. The builder has a good few millimetres to work with, so don't worry about breaking through the roof of the wheel wells (guess what I did?!)

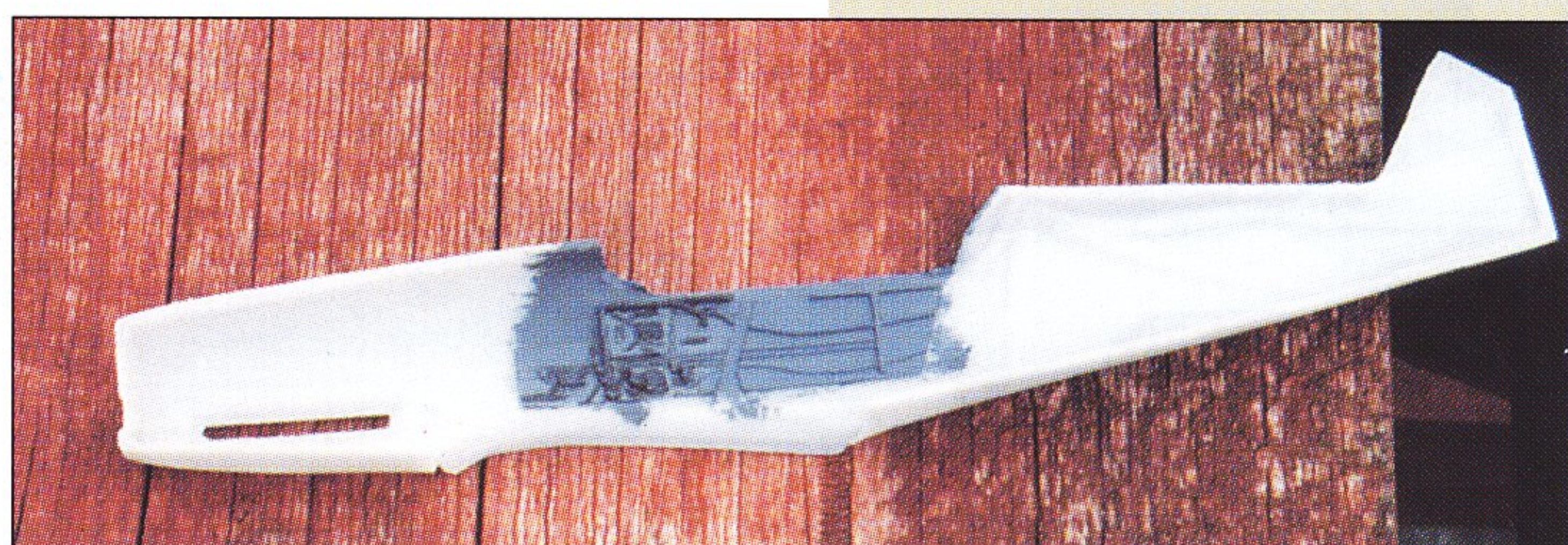
Onto the wheel wells themselves now. They have no detail, so some was added (see pictures). The spaces for the wheels were on a slope, so they were filled in with Milliput, and sanded down when dry. (Again see pictures). "The Armed Rovers" by Roy C. Nesbit has a good picture of a '109's undercarriage, even though it's a book about Beau. missions in the



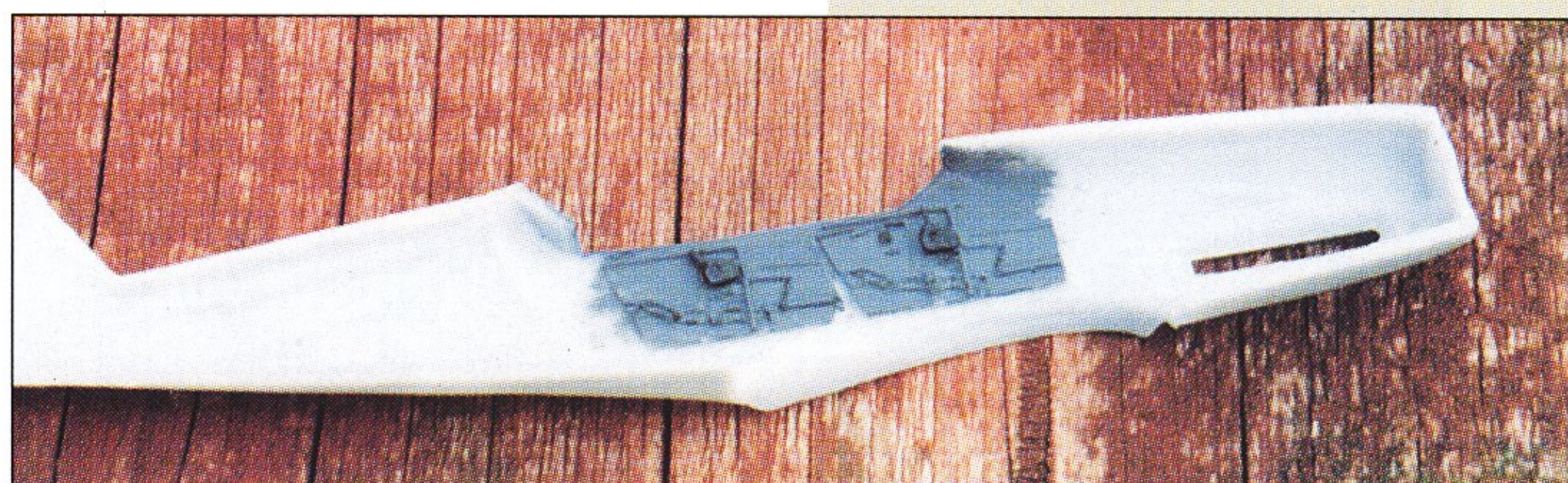
Gluing the fuselage



The blades were added while the spinner/backplate were still drying



View of right cockpit sidewall detail...



and left cockpit sidewall detail

Med.! The detail I added is probably completely wrong, but gave a bit of interest to the finished model, so it can't be all bad! The oleos lack the hydraulic line running down to the wheels, so this was added from the remains of an (old) kitchen sieve.

Stage 3 - Wings... Tailplanes... & filler!

The fit of the wings to the fuselage left a bit to be desired, with a gap appearing on both the top and bottom. I did the best I could to minimise the space, but resorted to filler to close the join completely.

The tailplanes were a slightly different kettle of fish. As it stands, they would butt straight onto the fin/rudder assembly, which wouldn't last 5 minutes with this builder! To improve it, I drilled a small hole through the tail, pushed a length of plastic rod through it and cut it off so there was about 1cm sticking out on either side. After this, I bore holes about 5mm deep into the tailplanes, making sure the holes would align, (one thing less to get laughed at about!).

I pushed the tailplanes onto the rod, and shortened the rod until the tailplanes touched the fin. I slapped a bit of glue on, then went to watch T.V. while it dried. Once the glue had set, the gaps left around the join were filled and sanded smooth. Easy!

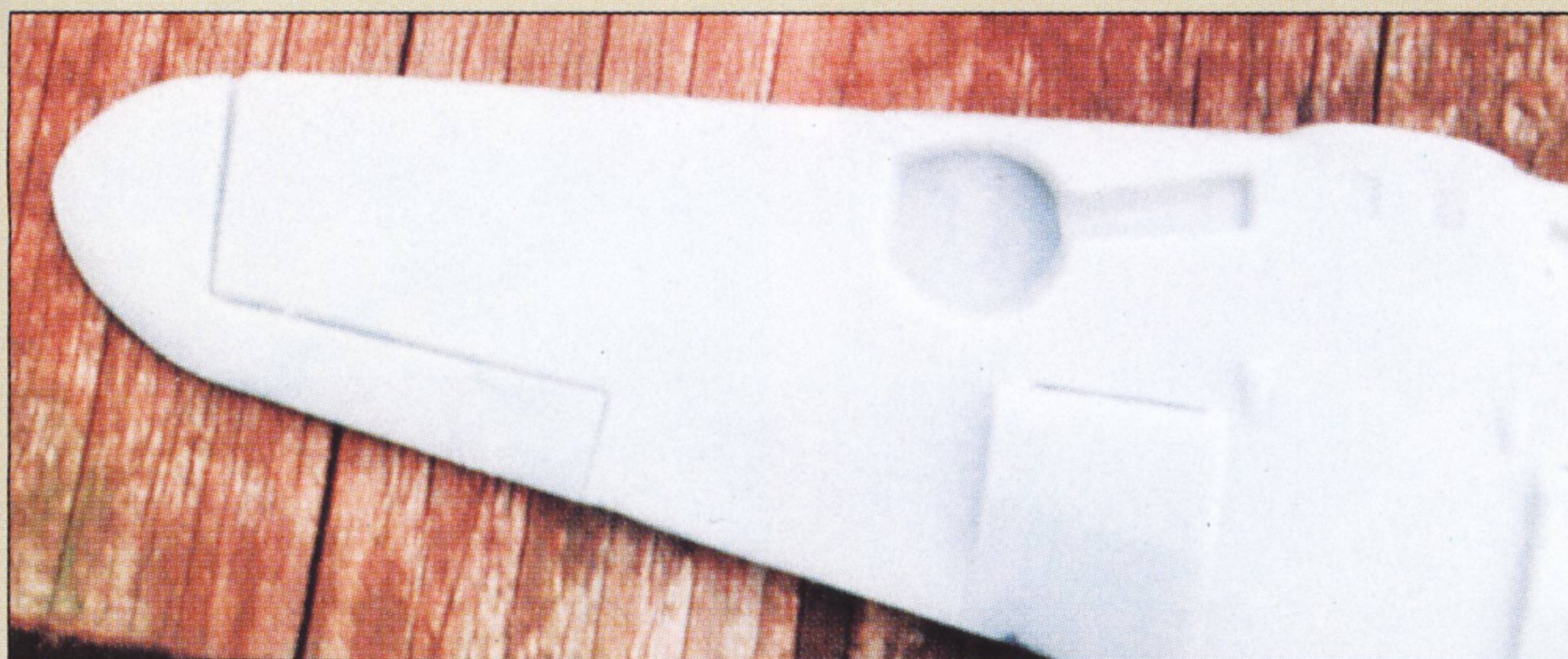


Stage 4 - Colouring Up

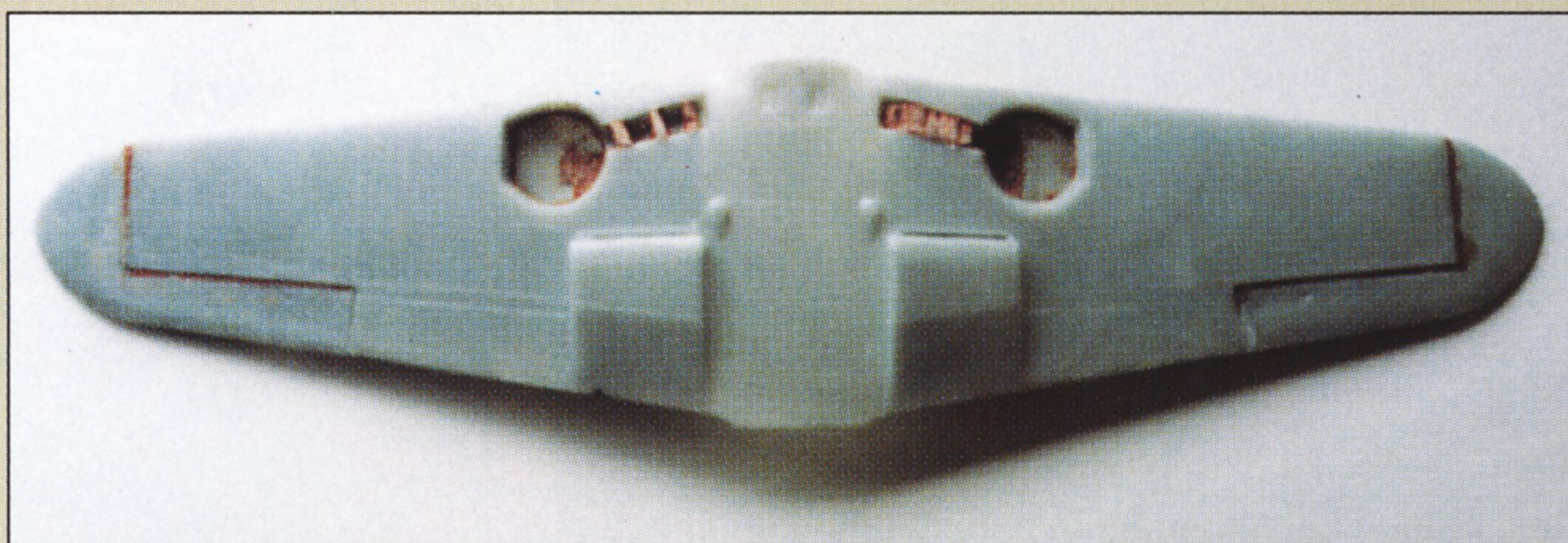
Oh, highly exciting, all 5 options are RLM 74 and 75 over 76, although each option has something to liven it up a little (even if it's just a black spinner!). I chose the most colourful option, because I knew I couldn't live with a boring '109 on my shelves!

The RLM 74 and 75 came from the Xtracolor range, and were applied with a brush. The RLM 76 came from the Aeromaster Acrylic range, and was also applied with a brush.

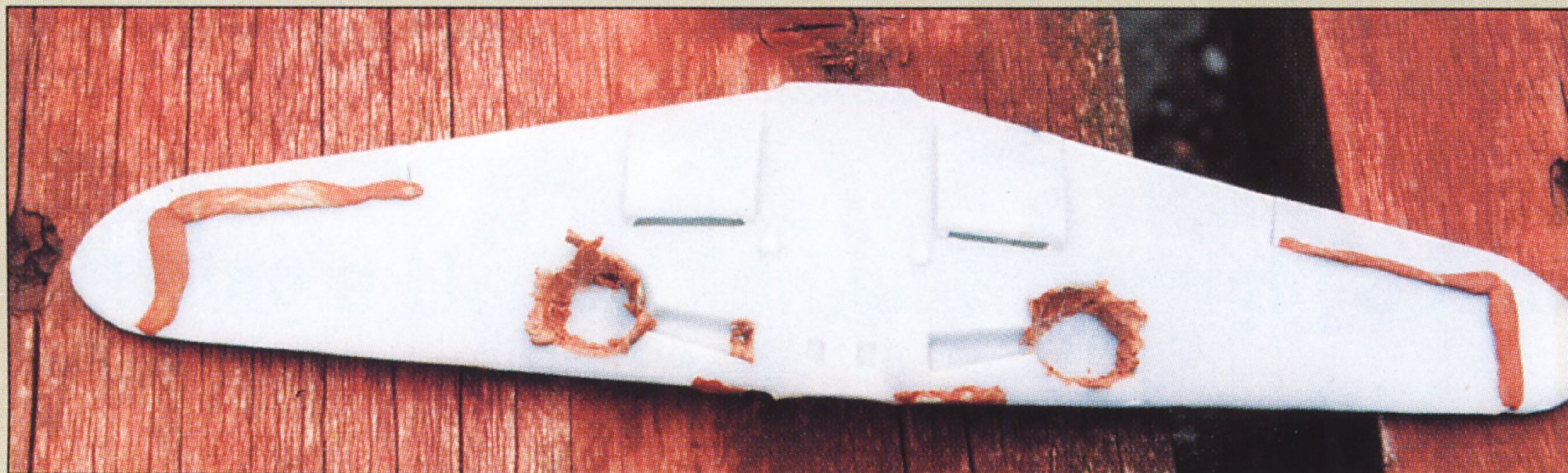
The decals, unfortunately, came on a continuous decal sheet and had to be carefully cut out before application. I opted for "white 31" which had a white rudder and



A very ugly gap that deserved filler! (note the gaps in the wheel well)



The well on the left has the ribs taking shape, while the one on the right has just had the Milliput added. The Milliput in the wheel space is to remedy the slope



It might not look nice, but it sure is needed!



The model after painting, but before the mottling has been done



Not quite in focus, but more-or-less visible is the exhaust shroud in place



The finished model

spinner. The decals went on well, although they definitely took their time coming off the backing paper. They settled down onto the model with Humbrol Decalcote. I don't know if they'll silver, I ran out of Xtracolour Matt varnish and am waiting for more.

Stage 5 - Other Details

The only bits that still need attention are the canopy, pitot tube, mass balances and propeller. The propeller blades needed a reasonable amount of cleaning up before they could be fixed to backplate and spinner. The sprue gates are the main concern, which leave chunks on the blades after removal, and were tidied up with a

nail file. They have no fixed attachment point, which means the builder will have to make sure they align at a common pitch and are straight when viewed from the side. I achieved this by sticking the spinner to the backplate, letting it dry and then adding the blades, aligning them by eye (and yet they still dried squint!)

The pitot tube and mass balances were easy enough to sort, I freed them from their metal sprue and stuck 'em on with dabs of superglue. The canopy was no bother either. I scored round it with a nice, sharp knife blade, "popped" it out of its base, cut it open (with care), added canopy restrainers from the sieve and fixed it to the model with

Humbrol Clearfix. Behold, one rather nice Messerschmitt 109!

Conclusion

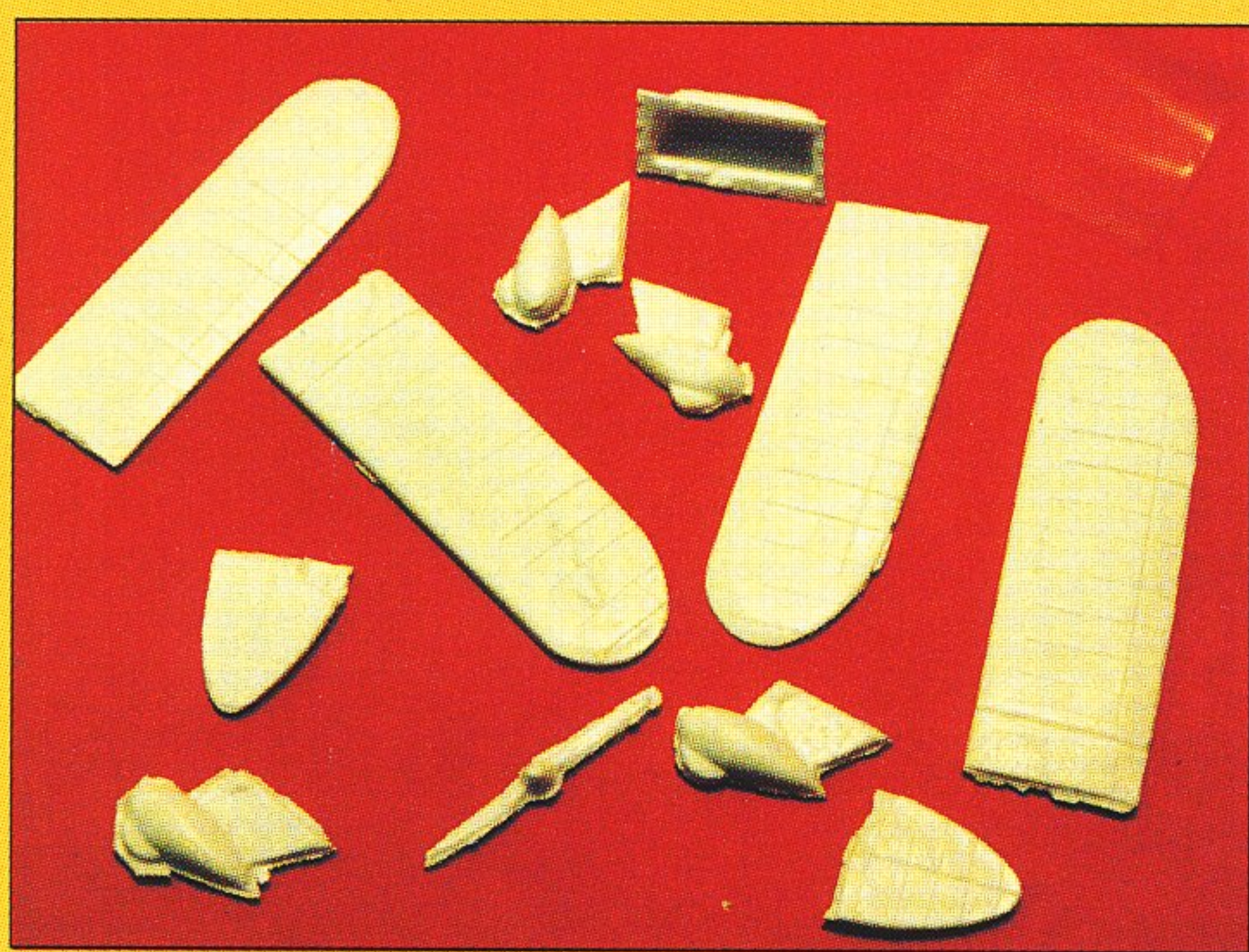
I made a few mistakes whilst building this kit, which I probably could have avoided if I was a bit more comfortable with limited-run plastic. I suppose I must be able to recommend it to people looking for their first limited-run kit, because it was mine! The only advice I would give is to get a bit (lots) of experience with "normal" kits.

For those who like to know these things, the G-4/G-12 is 18.7 cm in length, and 20.9 cm in span, which scales out to 29 ft 4.8 inches and 32 ft, 10.8 inches respectively,

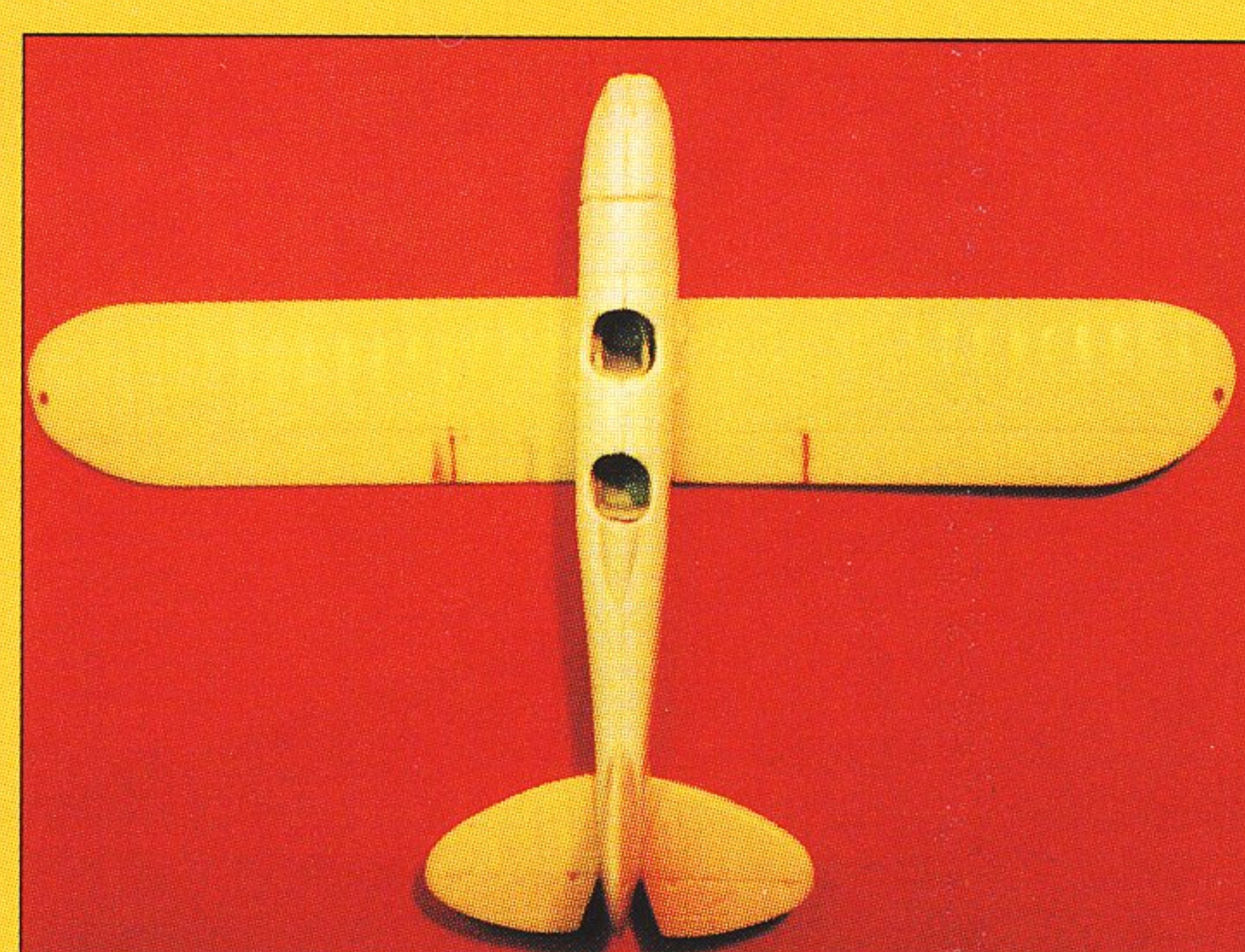
against 29 ft 7 inches in length and 32 ft 6.5 inches in span. A little short in length, and a little long in span, but my measuring is nowhere near perfect. Accurate measuring or not, it's not off the mark by miles, and perhaps more importantly, it looks like a '109 which can't be bad! Also, it's a lot cheaper than using the JMGT or one-o-nine conversions (see SAMI Vol. 2 Issue 7 P409 - July '96 and SAMI Vol. 3 Issue 9 P614 - Sept. '97 respectively) on a normal, single-seat '109.

I enjoyed building this kit, for all its pitfalls, and if I wanted another G-12, I would probably go for this one. So there!

Kenneth Clapham



Moulding quality of Beechnut's first offering shows the work in store for the modeller



Pre-paint shot shows 'borrowed' wing and tail surfaces with revised shaping and scribing

Ryan PT-16/20

1/72nd
SCALE

by Joel M. Hamm

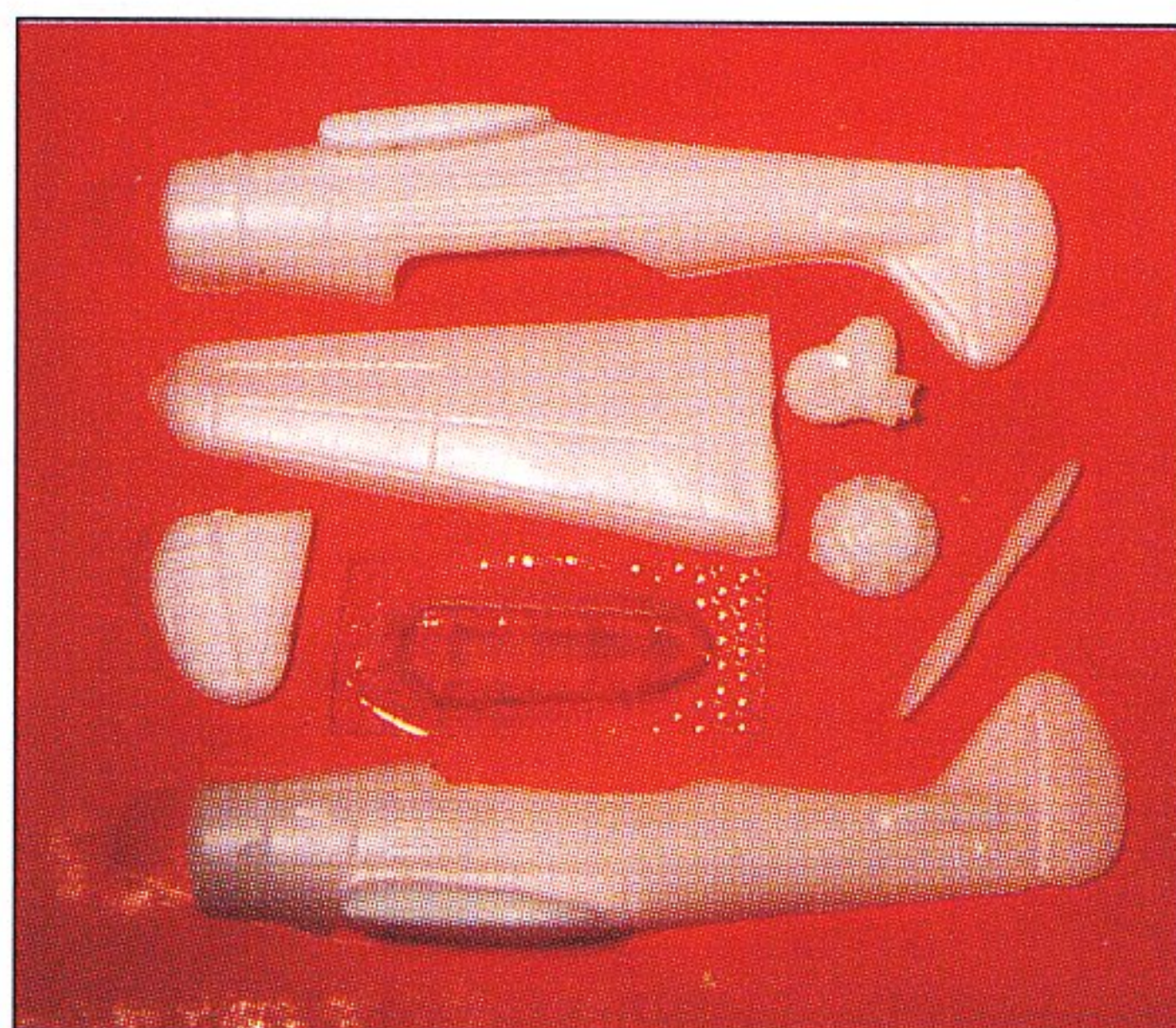
American aviation has fallen into disfavour, at least in the realm of modelling. Fanciers of US aircraft, especially in 1/72nd scale, will find little on the shop shelves to fire their passion. Manufacturers, major and minor, are all marching in the direction of esoteric Estonian and Serbo-Croatian creations; or else dream planes the Luftwaffe might have fielded had they fought on into the fifties. The soupçon of stateside specimens seem to be so many variants of P-51's and F-15's. This famine is recent, and fortunately follows a period of plenty. A half dozen years ago, cottage companies seemed to spring up daily, offering injection moulded gems such as Curtiss JN-4 Jennies, Thomas Morse Scouts, Culver Cadets, and A-12 Shrikes. The majority of firms have since faded into oblivion, or else slipped into conformity with the fashion of the moment; though their creations can still be found in the pages of many mail order catalogues. The most promising (hence by its demise most disappointing) been-here-and-gone producer was Beechnut Models, which debuted with a Ryan ST/PT (Sport Trainer/Primary Trainer). This pretty little plane sorely deserves a spot in the 1/72nd line-up. It is historically significant, being the first mount of most W.W.II G.I. flyers; colourful, sporting the blue/yellow/red/white between-the-wars vestments; and, most important, it's just plain cute. The army trainer hails from a 1934 civilian design, pressed into service first for the CPT, Civilian Pilot Training program. Members of the PT-16 to 22 numerical series are basically similar; differing mainly in powerplants, ranging from 95 to 160 hp. The PT-21 stands out from the crowd with a radial, rather than inline engine.

Years ago I had built a disappointing vac-formed version, so when Beechnut's advertisement appeared in one of the modelling mags, I fired off the then-extravagant thirteen dollars and took up a vigil at the mail box. What Mr. Mailman delivered was a gross let-down. The bagged kit, sans details or decals, was too crude to bother with, so it went to the bottom of the probably-never-get-to-it pile, with the consolation that it could be later sold as a collector's titbit, and that another company would eventually offer a better version. That



Beechnut went on to produce several 'Golden Age' goodies then closed their production run with another (Ho-hum) P-51 variant.

second hope never materialised; so at the start of the current modelling season (coincident with the end of the gardening season) the Ryan was exhumed as a challenging exercise of surgical skills. The kit's problems stem from trying too much too soon. Jim Usted, Beechnut's founder, CEO, designer, draftsman,



Moulding quality of subsequent offerings rivalled the Big Shot companies

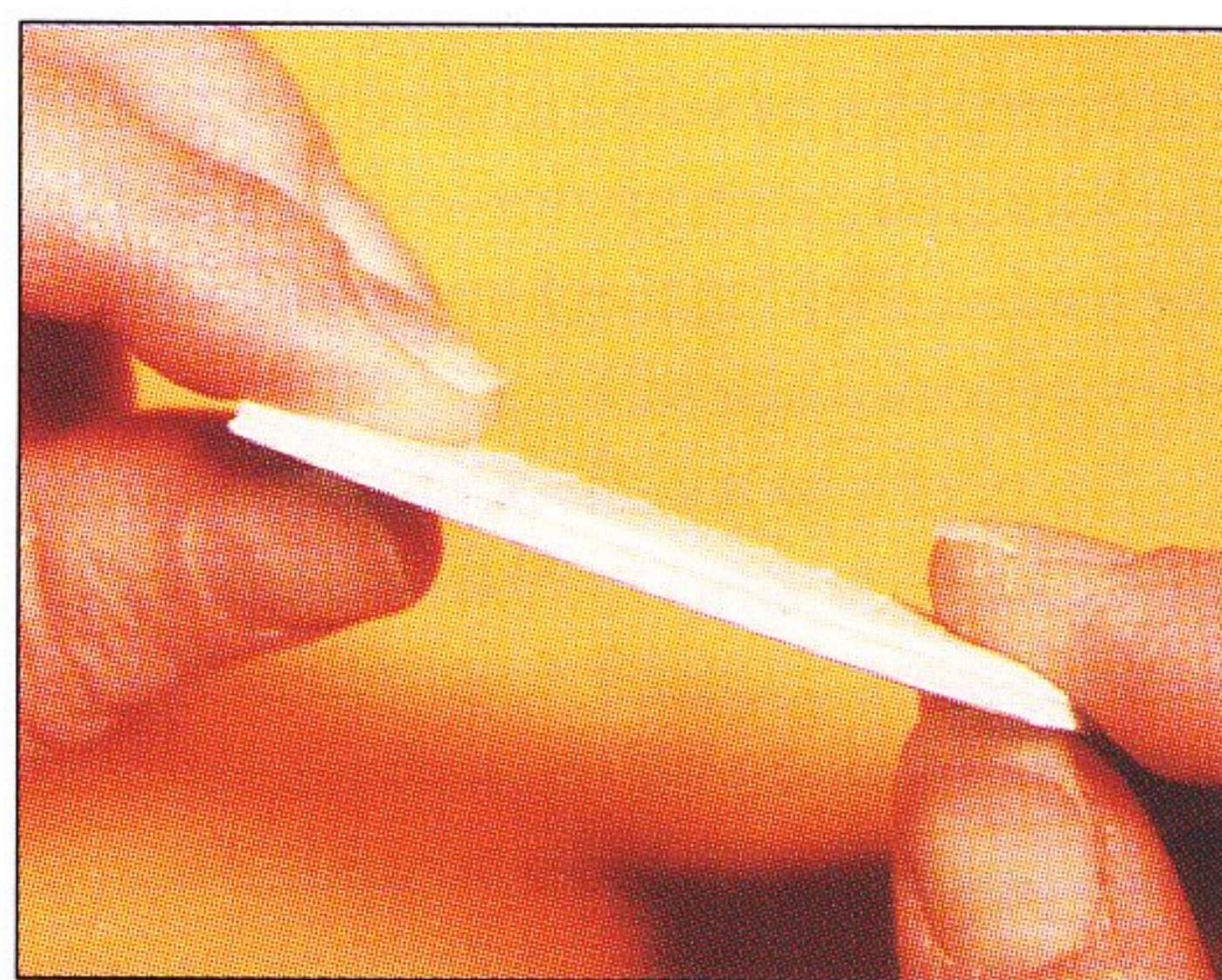
toolmaker, and production crew, explained in a phone interview that against his better judgment he had been talked into getting fancy with his first shot, molding wings and things as split halves instead of simpler solid items. Consequently, everything requires drastic plastic surgery - so radical that alternate major components are best sought for in the spares box.

Along with a vac-formed cockpit tub and acetate snippets for windshields, Usted included scale drawings and a list of

published references. Dating from the sixties, they wouldn't be much help, except that my home base airport of Frederick, MD houses the headquarters of AOPA, the Aircraft Owners and Pilots Association, which maintains a library of books and periodicals stretching back into the fifties when the organisation was chartered. FDK is also the permanent roost of a real, live PT-22, and during the annual August warbird celebration, four to six more fly in. The references made good reading but amounted to info overkill, since a project this size can take just so much tweaking.

Getting Started

The first task was cleaning up the fuselage halves. Their mating surfaces were machined by rubbing on a sheet of 240 grit wet'n'dry glued to a glass pane. Cockpits had to be roughed open and the interiors thinned and smoothed with a variety of home fashioned



Salvaging the kit's wings would have been a greater chore than reworking a set of spares

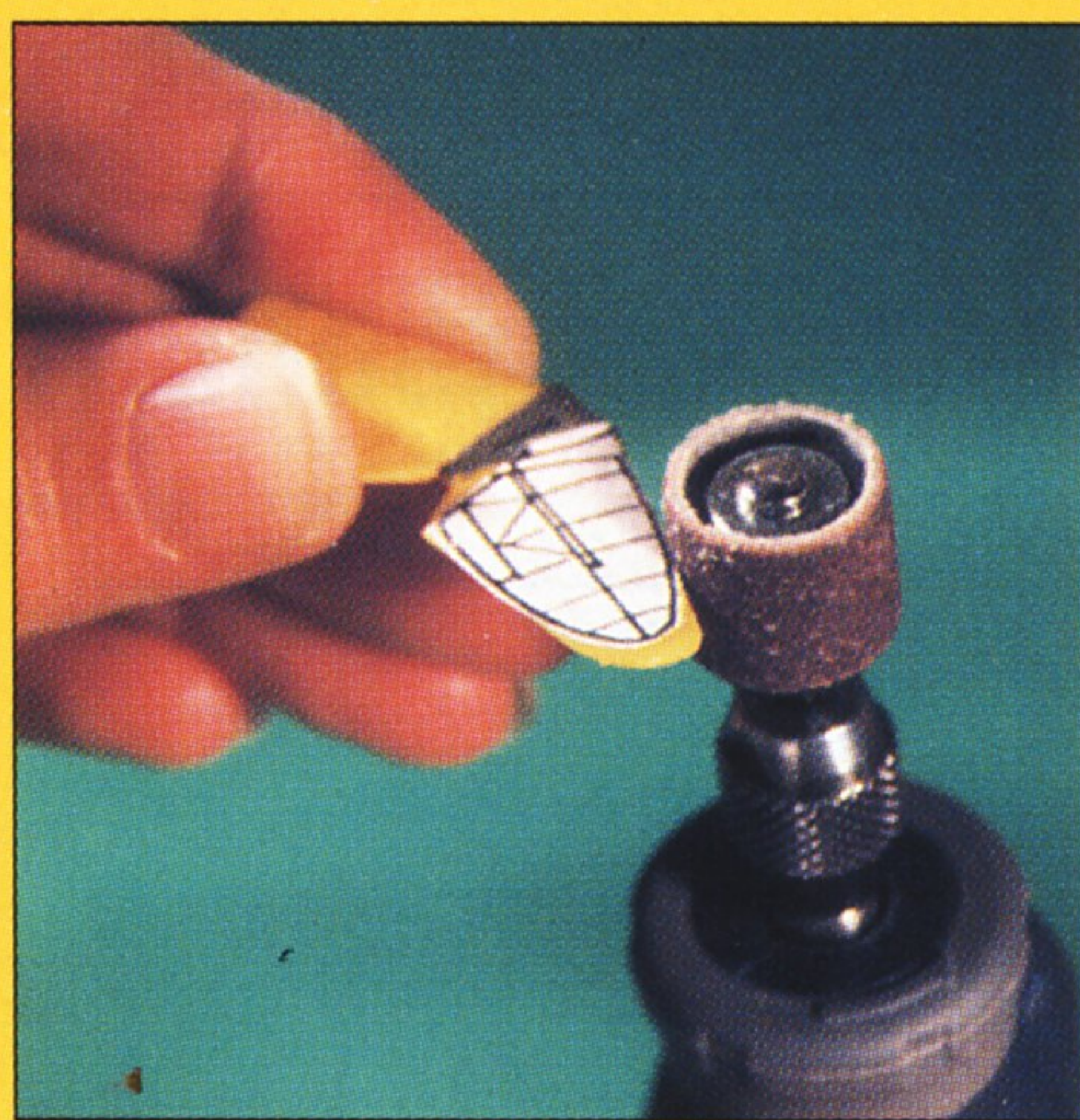
scrapers and a ball burr chucked at low speed into my Ryobi rotary tool. The cockpit tub was discarded, but before joining the body halves I stuck in a pair of bucket seats from the scrap box. This should have been put off until post-painting, since they complicated final shaping of the cockpit openings. The clam-shell sections went together passably well, but the aft section, particularly the vertical fin, was badly bloated and suffered from cellulite ('amorphous lumpiness' - a marketing term invented here and applied in reference to ladies' thighs, with the intent of extorting outlandish sums for reducing creams and schemes). Trying with files, emery boards, and graduated grits to recapture the original's svelte form, I reached a point of diminishing returns. The compulsion to strive for perfection was resisted by recollection of the hobbyist's three Golden Rules:

1. Magnifiers and micrometers are verboten near the display shelves.
2. Models are representations, not 'Honey-I-shrunk-the-real-things'.
3. The arch enemy of 'Good' is 'Better'.

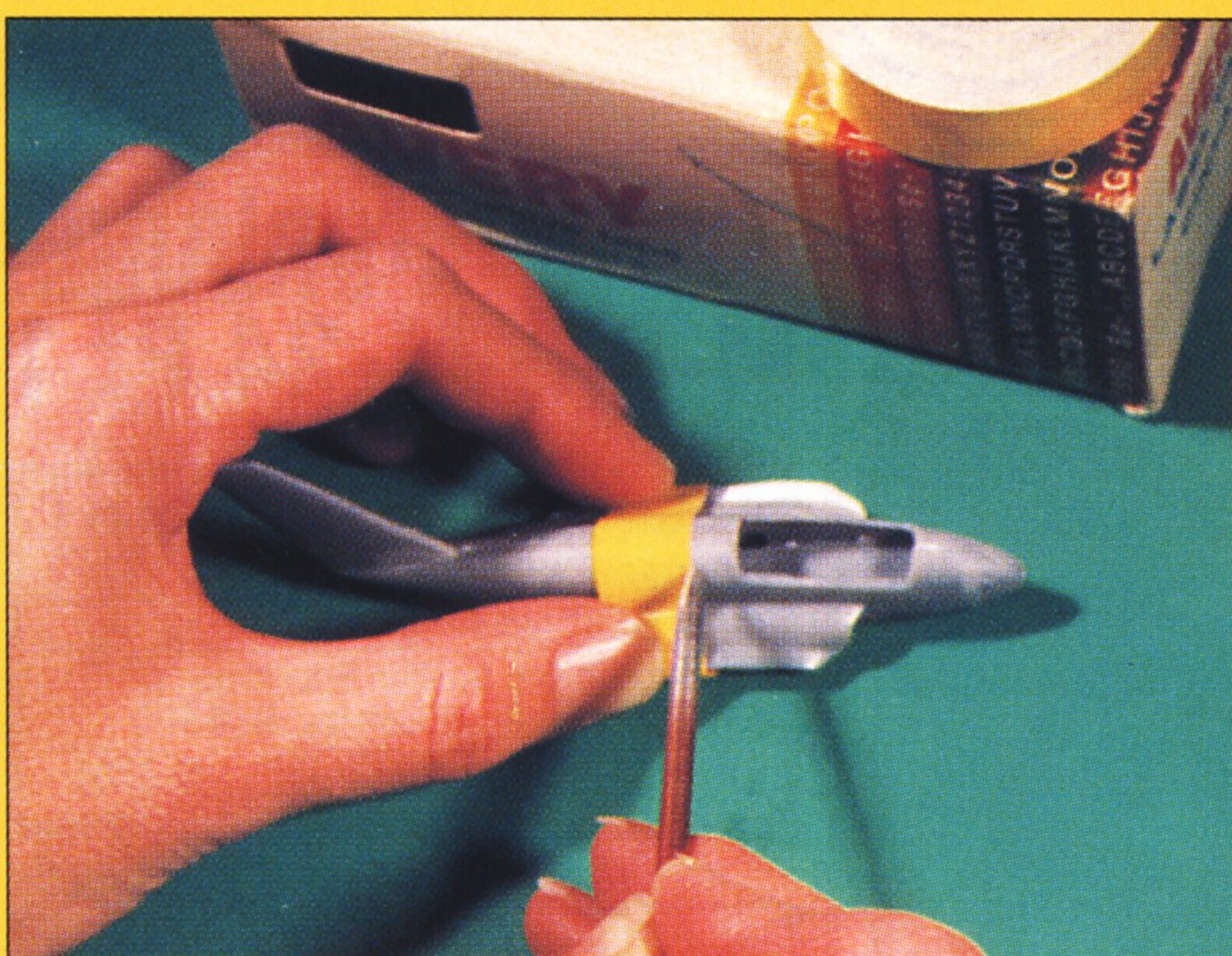
After semi-final smoothing, a smattering of panel lines were restored. As a scribing guide I use lengths of adhesive embossing label tape, which conforms to curves and is thick enough to steer the tool point.

The Wings

Refining to an acceptable level the kit's wing sections seemed more than too much trouble, so several stand-in candidates emerged from the junk box. The most promising was a lower wing from a Revell PT-17 Kaydet biplane. Using the scale drawings as a guide, each panel was shortened, narrowed, and reshaped at the tip. Leading and trailing edges had to be re-defined and the surfaces sanded, both to reduce thickness and tone down the exaggerated scalloping that represented fabric skin. The chord of the control surfaces ended up too wide but the error seemed acceptable. Their span had to be increased, so a bit of putty filled the old demarcation line and they were lengthened almost to the wing root, and divided mid-span into aileron and flap sections. Trying to fashion pins or tab-slot unions for the wing-to-fuselage hook-up was also too much bother, so the assemblies were simply butt joined. To create a strong, fast-



By gluing on a template, the correct rough shape can be ground, then finished by hand



Embossing label tape makes an excellent scribing guide - especially on curved surfaces



A heated probe brought near the rigging strands causes the stretched sprue to spring tight

Building a Limited Edition rarity right out of the box (The spare parts box)

grab attachment, I first primed each surface with Plastruct Solvent Cement, then laid on a bead of Model Masters liquid cement, which really leans toward a gel and makes an excellent choice where gap filling and fast tack are called for. Getting a perfectly perpendicular plan-form is always a chore with these rough-molded kits; and despite jiggling mine ended up with a few degrees of sweep-back, though I've convinced myself it's not noticeable from normal viewing range. Since the drawings didn't include a head-on view, dihedral had to be eyeballed, using my old vac-formed version as a guide. Trailing edge fillets had to be fashioned from judiciously sanded globs of putty.

Tail

The kit's horizontal stabilisers were no more serviceable than the wings. A first attempt at replacements came from plain card stock, but after shaping and scoring they resembled nothing more aeronautical than scraps of

cannibalising my vac-formed version, no replacement was available, so the four gear halves were thinned, glued together, and tediously reworked. Masking would have been simplified, but complicated assembly, by leaving them off until after painting, so they were fixed to the wing while everything was still bare. The locator holes for the exhaust were drilled out and stub pipes of stretched sprue were glued in. The cooling and air inlets in the cowl were cleaned up with a tiny burr chucked into the rotary tool.

Colour Scheme

Most Ryans sported a polished aluminum fuselage, but the prettiest specimens wore bright light blue as a complement to their chrome yellow flying surfaces. The paint scheme was copied from one of the Frederick airshow visitors. Cockpits received zinc chromate, then were stuffed with tissue while the airframe was coated in Model Master Chrome Yellow. After masking, the body and

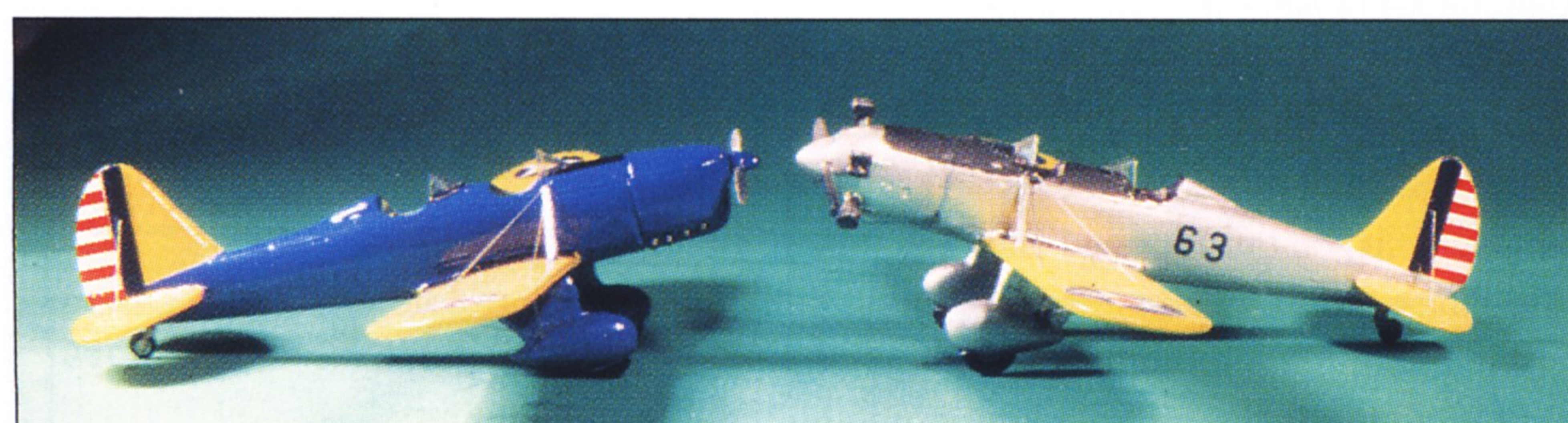


Rigging may seem a bit heavy but 'wires' on real plane are actually quite prominent

and running monofilament thread, so lengths of stretched sprue, pulled to the smallest possible diameter, were fastened with superglue. For a dandy precision glue applicator, don't blow a budget. Stick a sewing needle, point first, into a dowel, then nip off the closed end of the eye. The resulting prongs act like a fountain pen nib, holding and delivering minute drops of liquid or gel cyanoacrylate. The stretched sprue strands sagged a bit so a probe heated in a candle flame and held about an eighth of an inch from each strand caused them to contract and un-slacken. The parts box yielded up wing

struts, a tail wheel, and propeller of acceptable shape. The spinner seemed a bit stubby so it was enlarged by painting on several layers of white glue that shrunk back down nicely to the profile of the host. The finished plane might not win the Master Micrometer Award for Absolute Accuracy, but it's a fair representation of a colourful, historically significant aircraft that will likely never be available as a decent injection molded model - unless the major kit makers once again take up the cause of American aircraft.

Joel M. Hamm



The injection moulded, pieced-together Ryan in a face-off with its radial engined, vac-formed cousin

plastic with scratched in lines. Some surface definition was necessary, even though it might not be entirely authentic. The tail section of a Monogram P-6 Hawk was close to the correct size and texture. To carve the correct planform, I photo-copied the drawing and cut out the tail, leaving a hair's width outside the outline. With spray adhesive this was stuck to the replacement part, centring on the fin/elevator hinge line. A mini drum sander in the rotary tool took the plastic down to the outline, then emery paper finished up and restored the edges. Trim tabs and diagonal bracing lines had to be scored in the elevators, then the edge joining the fuselage had to be filed to the proper attach angle.

Undercarriage & 'Bits'

The last major assembly was the landing gear, which needed beaucoup reshaping. Short of

wheel spats were covered in Testors blue, lightened for scale with a dollop of light blue. Decals came from the scrap file, then all was treated to several sprayings of Future (Johnson's Klear in the UK) acrylic floor wax.

Final Details

Finishing details provided the greatest challenge. Windshields were made from acetate sheet, heat-formed around a dowel, carefully scissors-snipped and sanded, then affixed with Testors clear part cement, which dries clearer and is easier to work with than white glue. Most reference photos show a turn-over pylon (to keep the pilots from being crushed in the event of a flip-over) protruding through the front windshield, but none of the airshow examples exhibited it, so it was aesthetically omitted. Rigging was a chore. A plane this petite could be ruined by drilling



And with that other famous WWII pilot-maker - the Boeing/Stearman PT-17 Kaydet (A.K.A 'Yellow Peril'), recently re-issued by Revell.

Unknown! Dossier No.1

Unknown! Dossier No.1

by Justo Miranda and P. Mercado
Price: \$25.00 (plus shipping)
Publisher: ReichDreams Research Services,
C/Tutor 53 Bj C, 28008 Madrid, Spain
Email: pmercado@fujitsu.es

This is the latest in the very popular series of dossiers dealing with all manner of 'what if' subjects. However, unlike previous examples, this dossier deals with aircraft of all nations, and does not focus on those designed for Luftwaffe use. The title is in an A4 format with 38 pages and colour only on the outside cover. Inside you get technical data, historical text and 1/72nd scale plans for the following types:

- P.Z.L. P56A 'Kania'
- P.Z.L. P56B 'Kania'
- Renard R.40
- Nakajima Ki-62
- North American F.T.B. Mustang (rear-mounted engine)
- Reggaine Re 2006
- V.L. Pyörremyrsky
- Skoda-Kauba V5
- Arsenal VG 60
- Nikitin-Shevchienko IS-4



- SAAB J.27
- Hawker P.1027 'R.R. Eagle II Tempest'

The back cover offers 'colour schemes' for the Renard R.40, Re 2006, VG 60, SAAB J.27 and Hawker P.1027, although they all in fact come from a Gladiator, Fiat G.55, P-47, SAAB J.21A-1 and Hawker Tempest Mk II!

Overall, this is another good title from ReichDreams, and one I am sure many modellers will be wanting to add to the collection. Many of us like prototypes and although none of the machines here ever actually existed, it is very interesting to see what might have been.

Our thanks to ReichDreams for the review sample.

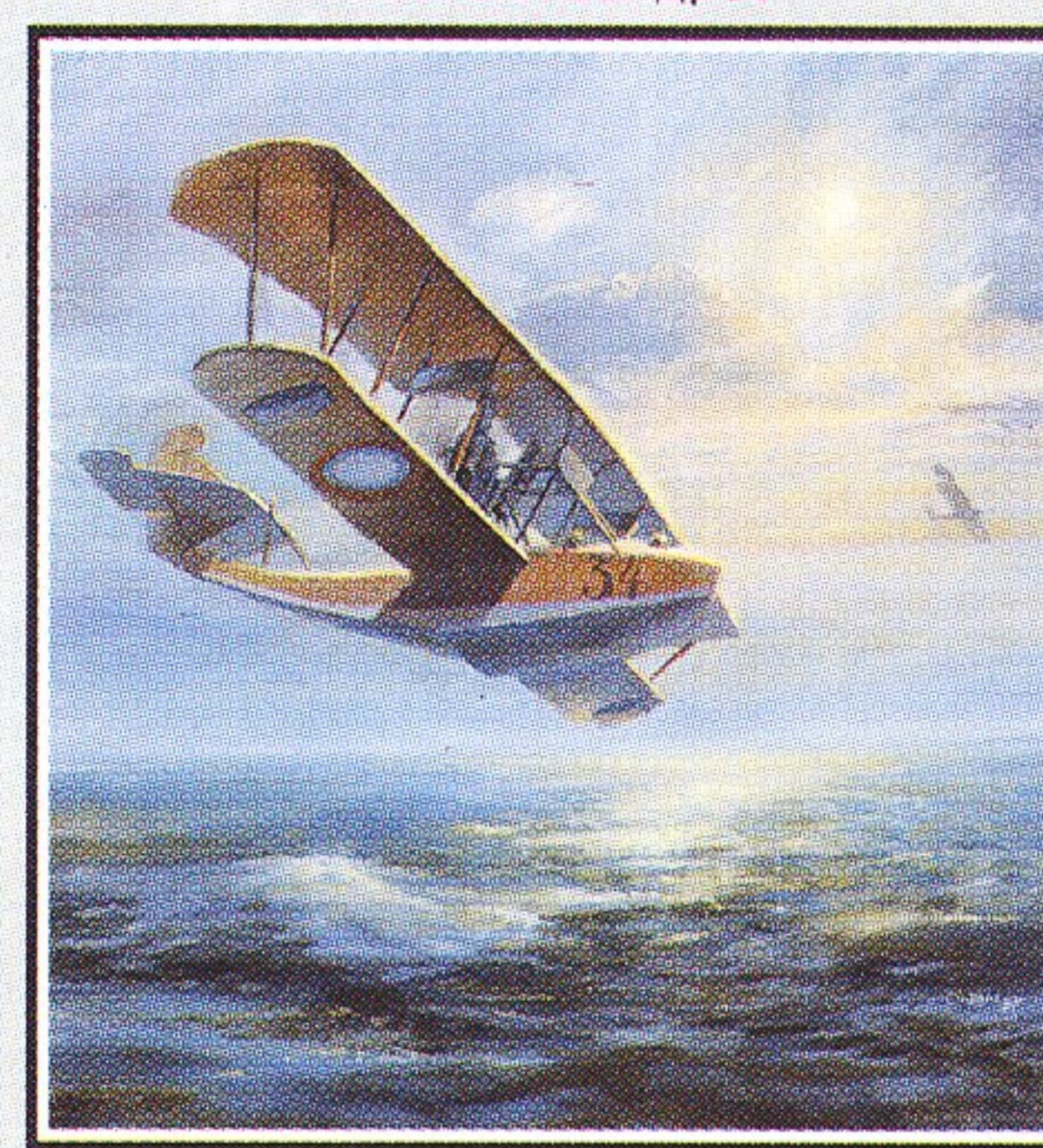
Hydroaeroplane M-9 & M-24 Pt 1

Hydroaeroplane Type M-9 & M-24 Pt 1

by Andrei Alexandrov
Price: £8.50 (plus P&P)
UK Source: The Aviation Bookshop,
656 Holloway Road, London. N19 3PD
Tel: 0171 272 3630 Fax: 0171 272 9761

ГИДРОАЭРОПЛАНЫ М-9 и М-24

А.О. Александров



Книга 1

This title comes in an A4 format with 28 pages of contents and a laminated card cover. The text is actually all in Russian, but anyone buying it via The Aviation Bookshop will receive a complete English translation as well.

Basically it looks at the design, development and service use of the M-9 and M-24 'hydroplanes'. This first part of a two-title set looks at the M-9 and there are a mass of black and white photographs showing the design, construction and use of the type. The centre pages contain a complete set of 1/72nd scale plans and secured into the same place is a large fold-out set of plans in 1/48th scale.

The book is an excellent source of information, both historical (via the English translation) and detail (via the photographs) on this type and one I am sure all modellers with an interest in this era and subject will be wanting to add to their library

Hydroaeroplane M-9 & M-24 Pt 2

Hydroaeroplane Type M-9 & M-24 Pt 2

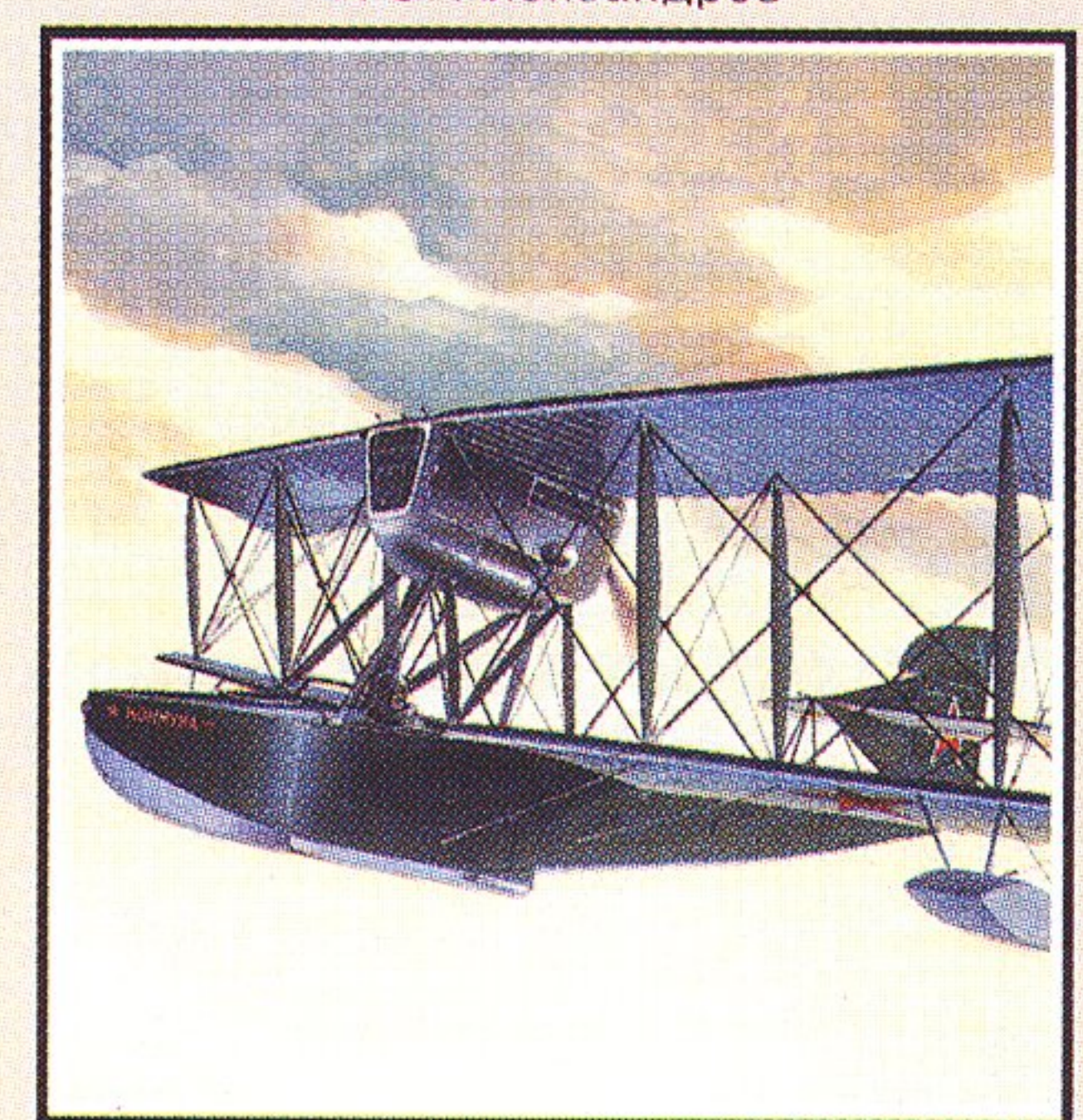
by Andrei Alexandrov
Price: £8.50 (plus P&P)
UK Source: The Aviation Bookshop
(see address above)

This is the second part of the two-part set on these types and it is once again in an A4 format, but with only 24 pages of contents.

This second part looks at the design, development and service use of the M-24 and it's basically similar in layout to the previous one on the M-9. Once again a wealth of photographs and diagrams illustrate the design, construction and use of

ГИДРОАЭРОПЛАНЫ М-9 и М-24

А.О. Александров



Книга 2

the M-24 and in the middle pages there are those 1/72nd and 1/48th (fold-out) plans.

Hydroaeroplane M-5 & M-20

Hydroaeroplane Type M-5 & M-20

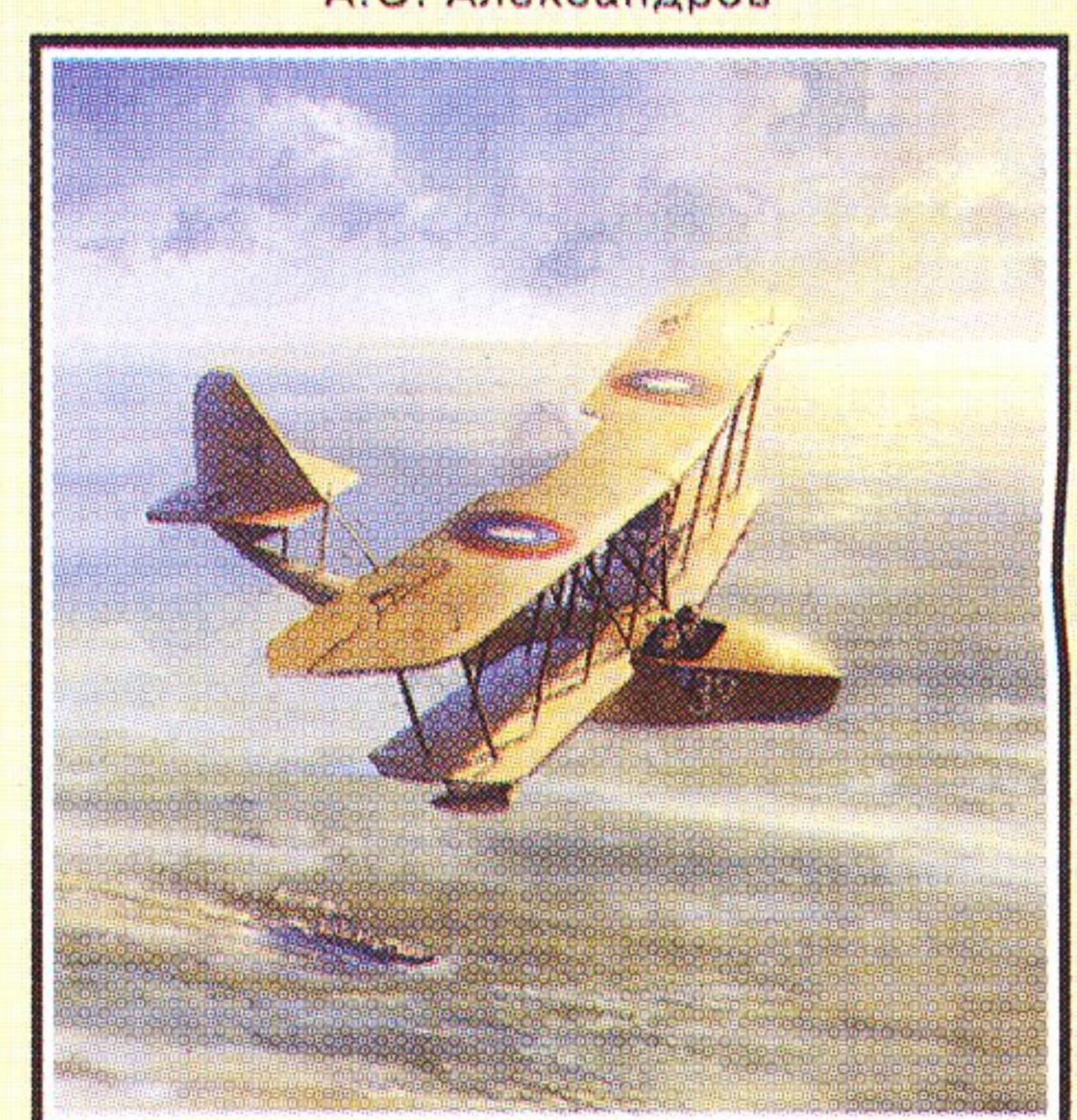
by Andrei Alexandrov
Price: £8.50 (plus P&P)
UK Source: The Aviation Bookshop
(see address above)

This title is also in an A4 format with 28 pages of contents and a laminated card cover.

Once again this title comes with an English translation and deals with the design, development and service use of the M-5 and M-20 designs. The vast majority of the title deals with the M-5 and there are both 1/72nd and 1/48th scale plans of this type included. The M-20 is only covered in the last eight pages and no scale plans are included for this version.

ГИДРОАЭРОПЛАНЫ М-5 и М-20

А.О. Александров



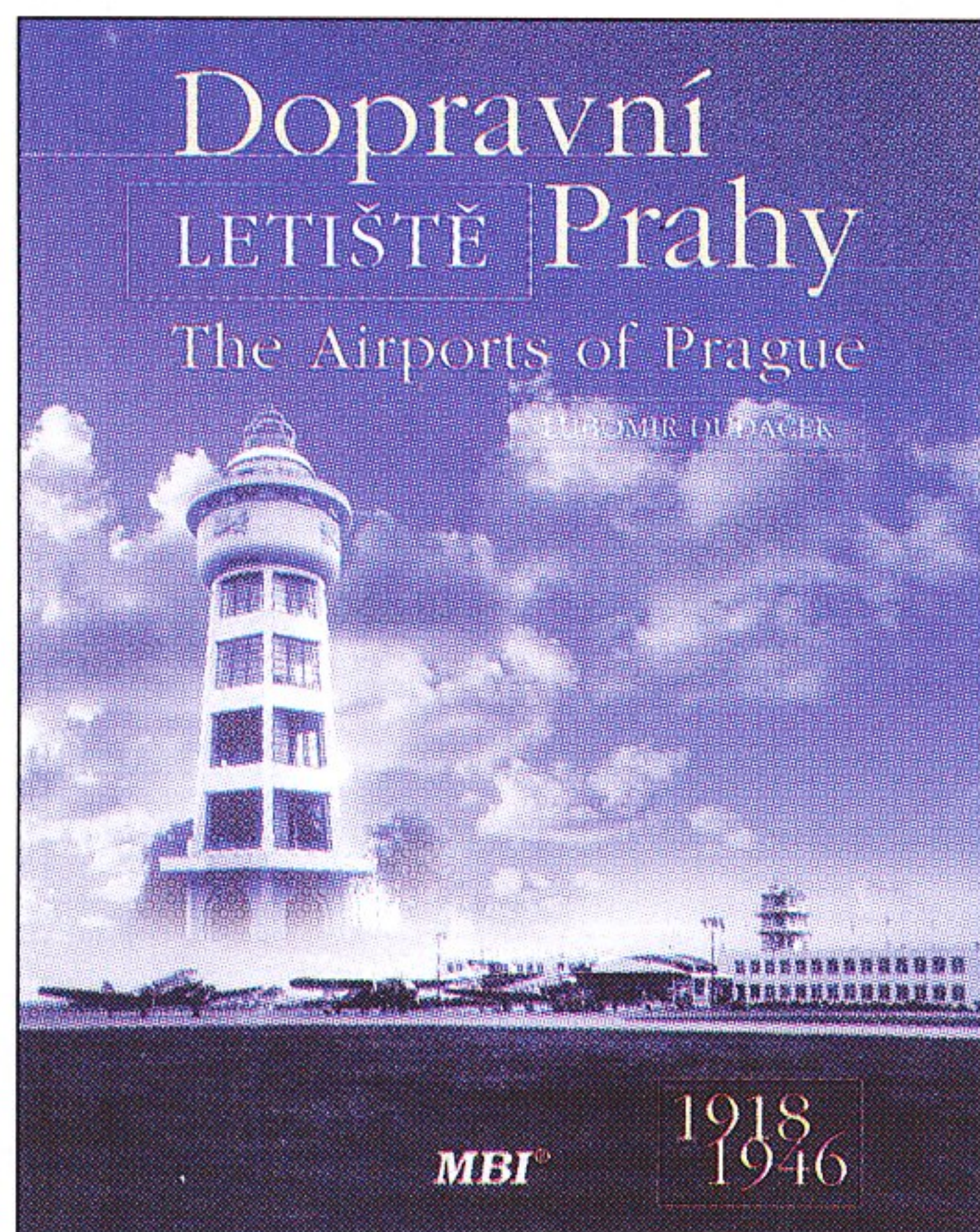
Overall each of these titles will appeal to anyone interested in this series of designs, in early Russian aviation, or in floatplanes in general. The amount of detailed photographs and scale plans alone make them worth considering, and the inclusion of the English translation also make them a great source of information and technical data.

Our thanks to The Aviation Bookshop for the review samples.

The Airports of Prague 1918-1946

The Airports of Prague 1918-1946

by Lubomír Dudáček
Price: £21.00 (plus postage)
Publisher: Publishing House MBI, Praha
UK Distributor: Czech-Six Publications,
48 Station Road, Stoke D'Abernon,
Cobham, Surrey. KT11 3BN
Tel: 01932 866426



This title comes as a hardback in A4 format with 200 pages all in black and white.

The quality of the title can be appreciated when you handle the book, as the paper weight and finish is very good. The book itself, as the title would suggest, deals with the airports of Prague during the 1918 to 1946 period and although this may seem of little interest to modellers, the mass of period photographs will be of great interest to many.

The actual text is split into Czech and British on each page and all photos are captioned in both languages. Each airfield is dealt with in turn, but the text is arranged so that each is looked at in relation to its building. The title therefore starts with the first airfield which was at Strasnice in the eastern suburbs of Prague, then moves on to Kbely, the first real airfield of any great capacity. Air Law and the start of the first air carriers (mail services etc) are covered next. Aviation expansion and development are covered next and this is followed by a look at the Czechoslovak Aviation Company and its products. The construction of Ruzyně airport is dealt with then and this is covered stage by stage over a number of chapters with a wealth of pictures during the airport's construction. The opening of the Ruzyně airport, and its use as the first state airport in Czechoslovakia comes next,

and this is followed by a look at the expansion and re-opening of the site in 1937. The period just prior to WW2 is covered, with the reduction in Czech operations and this is followed by a look at the development of the airfield during the 1939 to 1945 period. Here of course you come across the Luftwaffe's use of the field and there are a number of excellent photographs of Luftwaffe machines. The wartime period ends with the Russian troop's arrival and this is followed by the final chapters which look at 1946 to 1946 period and the reconstruction and growth of the airport during that time.

Overall, this is a high quality product which will interest the modeller and aviation historian alike. The mass of photographs from the 1920s and 1930s make this a title I am sure many civil aircraft fans will want, and I can't blame you - this is a wonderful book!

Our thanks to Czech-Six Publications for the review sample.

Thunderbolt: The Republic P-47

Thunderbolt: The Republic P-47 Thunderbolt in the Pacific Theatre

by Ernest R. McDowell

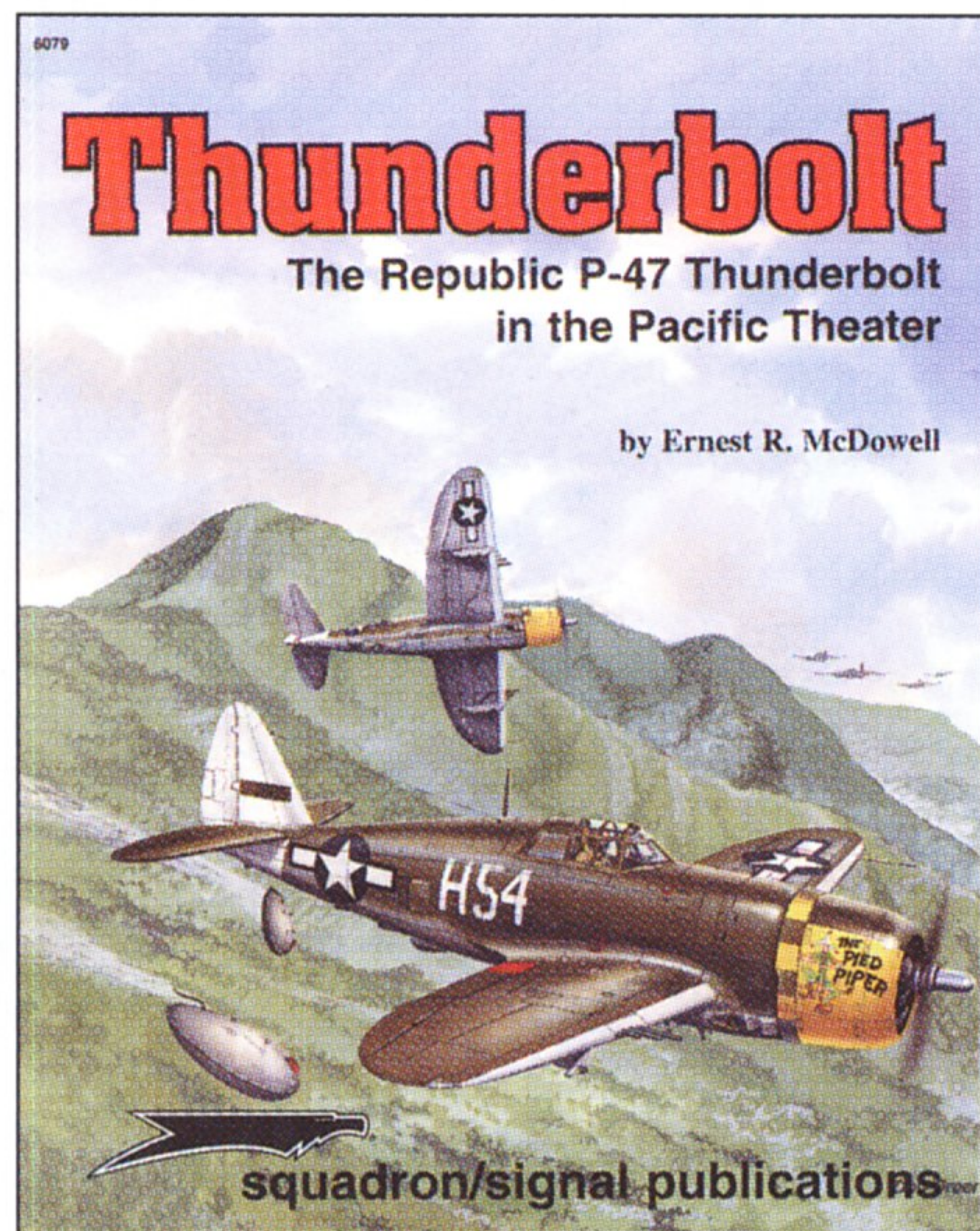
Price: £9.99

Publisher: Squadron-Signal Publications
(see address elsewhere)

UK Distributor: Pocketbond Ltd
(see Advertisers Index)

This title follows on from the one looking at the P-47 in the ETO and it also has an A4 format with 64 pages of contents and a laminated card cover. The majority of the contents are in black and white, but there are also eight pages of colour artwork included.

As with the ETO title, this latest one looks at the use of the P-47 and starts with a look at the evolution of the P-47 design. This is followed by a look at the 5th Air Force and the groups and squadrons that operated within it. Those covered include the 8th Fighter Group (36th Fighter Squadron), 35th Fighter Group (FG), 49th FG, 58th FG and the 348th FG. Each section gives a narrative history of that unit's use of the P-47 in the Pacific Theatre and there is a good selection of general and close-up views of the aircraft and their markings. The 7th Air Force is dealt with next, and this includes coverage of the 15th FG, 318th FG and the 508th FG. The 10th Air Force is next with details of the 1st Air Commando group, 33rd FG and 80th FG. The 14th Air Force includes the 81st FG



and the 20th Air Force includes the 413th FG, 414th FG and the 507th FG. By this stage you reach the small coverage of non-American use of the P-47 in this theatre, with the Mexican Air Force, Royal Air Force and Chinese Air Force. Each of these sections includes a load of black and white photographs as well as those eight pages of colour side profiles. The final few pages include a selection of nose art including 'Too BIG and Too HEAVY' the machine chosen for the recent P-47N kit by Revell-Monogram.

This is another title which can be highly recommended to all USAF fans and anyone considering making any P-47 variants, as it is a source of both information and inspiration.

Our thanks to Squadron-Signal Publications for the review sample.

Friedrichshafen FF 33E

Friedrichshafen FF 33E

by P.M. Grosz

Windsock Datafile 73

Price: £8.75 (plus P&P)

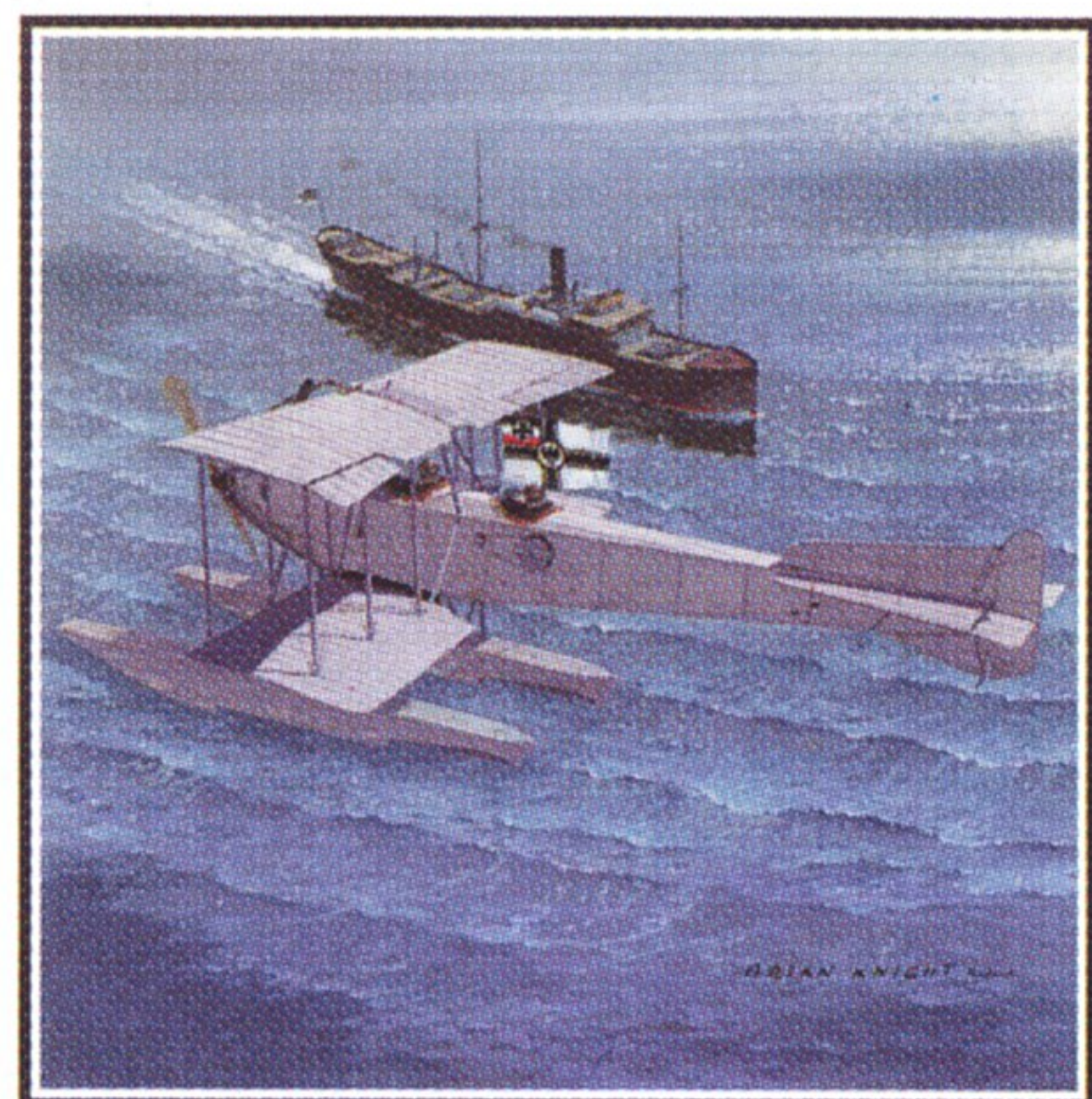
Publisher: Albatros Productions Ltd.,
10 Long View, Berkhamstead, Herts HP4 1BY
Tel: 01442 875838 Fax: 01442 876018

This is the latest addition to the ever-popular Windsock Datafile series and it comes in the usual A4 format with 36 pages of contents and a laminated card cover. Only the outer cover pages are in colour, while the rest of the contents are in black and white.

This latest title deals with the FF 33E, a type that was probably the most extensively built machine of its type in WWI. The author covers the design, development and operational use of all versions of the FF 33E and this includes the very famous Wolfchen 841 which was shipped aboard the German raider Wolf and used to spot and assist the raider in its work. As usual with any Windsock Datafile, this one includes a mass of clear black and white photographs, all of them of great use to the modeller. In the centre pages there are a set of 1/72nd and 1/48th scale plans of the FF 33E with both wing and fuselage cross-sections included.

FF 33E

By P M Grosz



WINDSOCK DATAFILE 73

As always, the last section of the title looks at the subject of camouflage and markings in relation to the FF 33E as well as giving technical data for all the blocks of F 33E (and F 33S) aircraft built.

This is another very good title from Albatros and one I am sure all WWI fans will want to add to their library.

Our thanks to Albatros Productions for the review sample.

5516

Walk Around B-17 Flying Fortress



Walk Around - B-17 Flying Fortress

Walk Around - B-17 Flying Fortress

by Lou Drendel

Price: £12.99

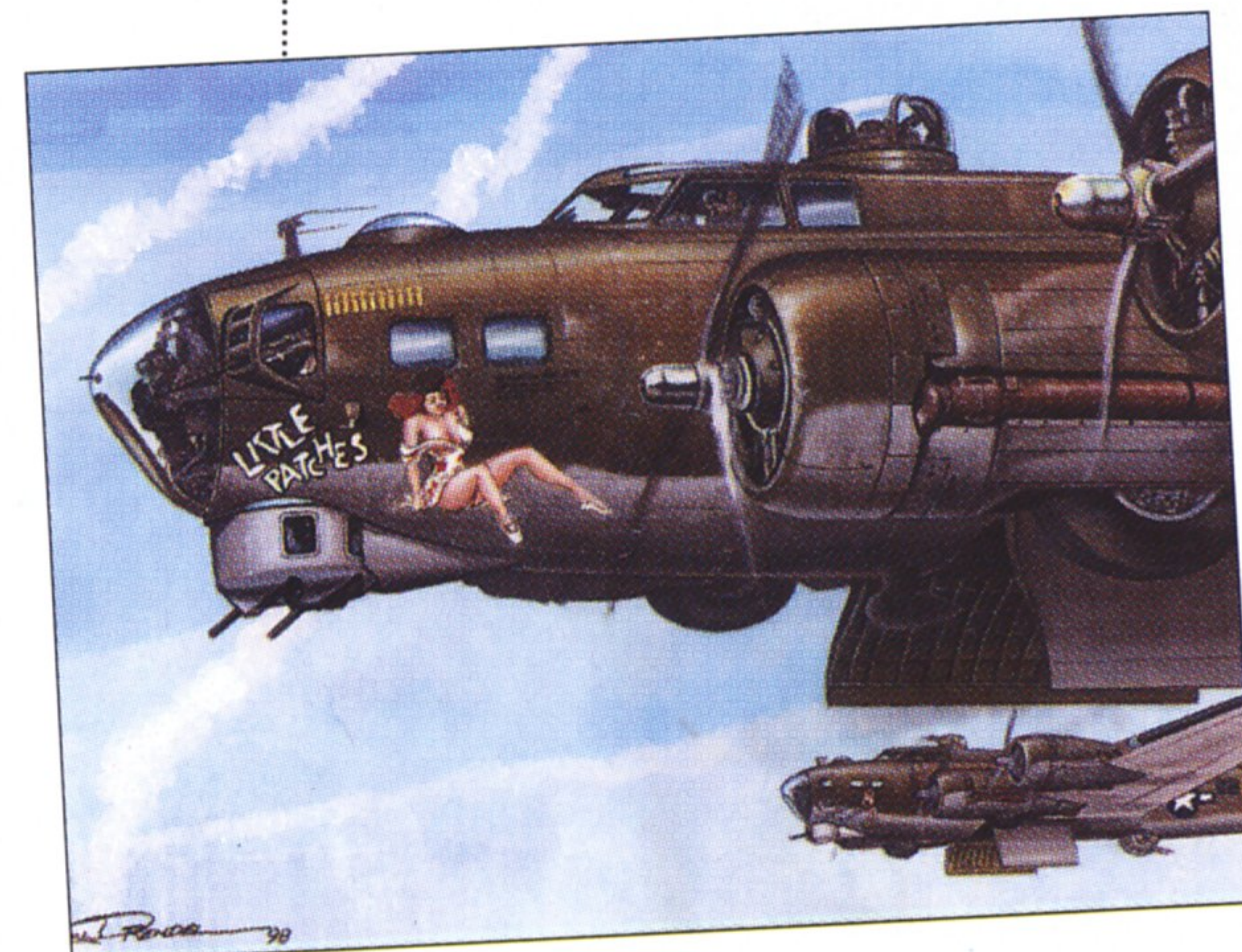
Publisher: Squadron-Signal Publications,
1115 Crowley Drive, Carrollton,
Texas 75011-5010, USA.

Tel: 214 242 1485 Fax: 214 242 37 75

UK Distributor: Pocketbond Ltd (see Ad Index)

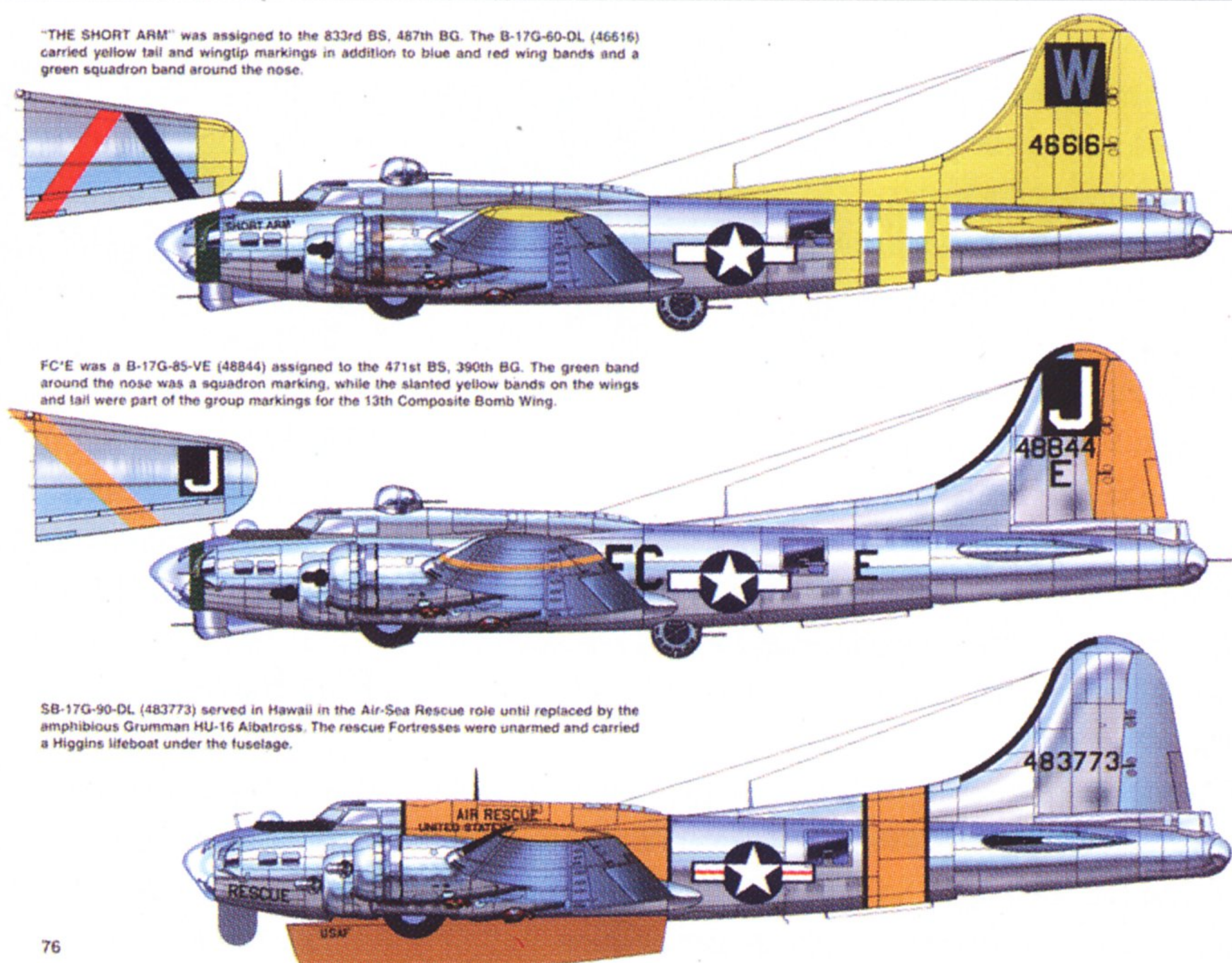
This is the latest title in the 'Walk Around' series from Squadron and it comes in the usual A4 landscape format with 80 pages split into a 50/50 mix of colour and black and white.

As with all the other titles in this series, this one takes a look all around, inside and out, the B-17 and utilises both period photographs and (more extensively) modern colour pictures of preserved examples in the USA. The aircraft used in this title include 'Aluminium Overcast' owned by the EAA, 'Thunderbird' owned by the Lone Star Flight Museum and 'Shoo Shoo Shoo Baby' of the USAF Museum. The coverage deals with all areas of the B-17 airframe and as well as the photographs there are line drawings to show differences between the variants in such areas



the APU on page 54 with the author's comments that 'that is a roll of toilet paper', as the Elsan is just out of shot behind the APU!. Towards the back of the title there are four pages of colour artwork depicting 12 B-17s in a number of guises.

This is an excellent title and one we can highly recommend to all B-17 and potential B-17 modellers.



Luftwaffe Color Chart

Luftwaffe Color Chart

Price: \$20.00 (plus shipping)

Publisher: Eagle Editions Ltd., P.O. Box 580, Hamilton, MT 59840, USA.

Tel: 406 363 5415 Fax: 406 375 9270

Email: eagle@bitterroot.net

We all know how confusing it is to understand the subject of Luftwaffe colour and markings, and we also know how much conflicting information there is out there. Well, Eagle Editions have now produced this excellent colour chart to help all Luftwaffe modellers.

The chart is a two-and-a-half page

fold-out card with 50mm square colour samples attached. There are 31 samples on the card and these cover all the well known colours, plus examples of alternatives (e.g. Sandgelb - 'Italian Sand'). The flap of the half-page element also contains a list of each colour along with a list of their main applications (very useful).

I am sure many of you will go, "Oh yes, another colour chart!", but this one is very different. Each of the colour samples has been produced by Warnecke & Böhm and this is the firm that made all the paints for the Luftwaffe during WWII. Each sample



has been completely matched to original samples and examples held by Warnecke & Böhm using modern spectrophotometric measurement. Eagle Editions and Warnecke & Böhm therefore authenticate this chart and identify it as the most accurate list of the actual colour specified by the RLM (German Air Ministry) from 1933 to 1945.

Well, what can we say, except that all Luftwaffe fans should have one of these in their library, as it is an instant one-point reference list for all Luftwaffe colours (except field applied ones). Luftwaffe fans will lap this one up, so get one quick!

Our thanks to Eagle Editions for the review sample.

Bookshelf Update

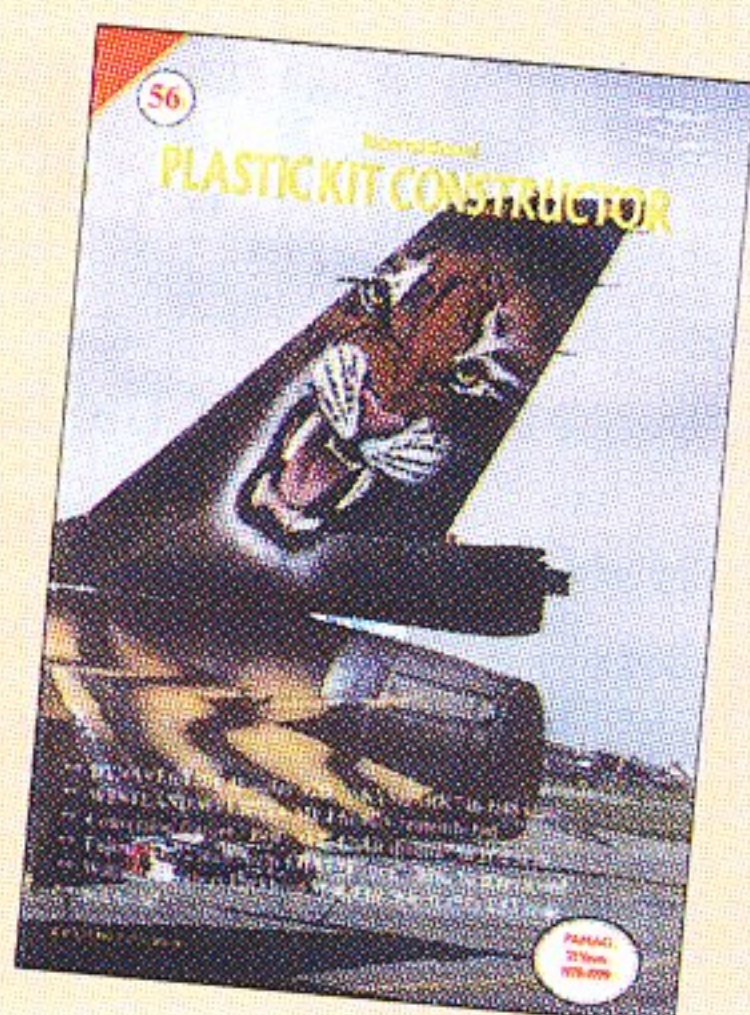
Plastic Kit Constructor

Celebrating its 21st year in business, PAMAG's latest edition of PKC is currently available. This edition includes the usual mix of kit, decal and accessory reviews, along with a nice build of the Dynavector Skyshark, a bit on the Westland Welkin and a conversion of the P-39 to the XFL-1 Airbonita.

The 32 page magazine is quarterly and sells for £4.00, so for more information contact PAMAG at;

PAMAG (Publications) Ltd., 3 Lowfield Court, Old Forge Business Park, Sark Road, Heeley, Sheffield. S2 4HG

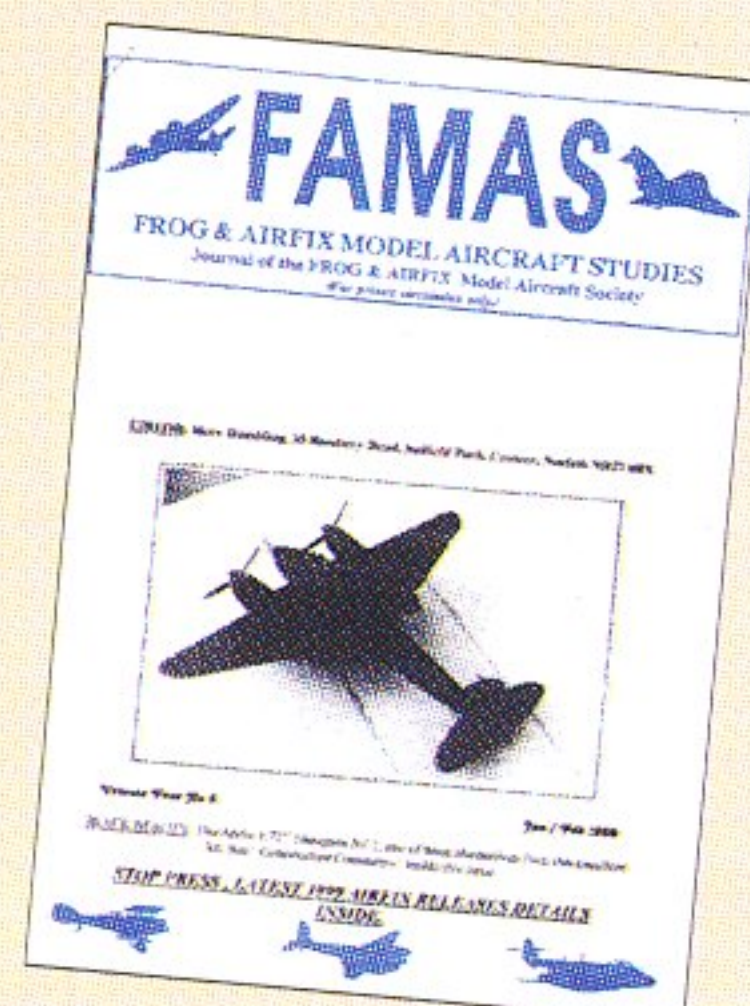
Tel: 0114 2550641 Fax: 0114 2552471



FAMAS

The latest edition of the Frog & Airfix Model Aircraft Studies journal is now available. This 17 page edition looks at the 1/144th scale MiG-21, MiG-23, F-16XL, F-20 and F-4E, as well as the E-3D Sentry (1/72nd), Concorde (1/144th), a nice bit on the Airfix Mosquito NF.II/FB VI/XVIII and a look at the ex-Frog tooling of the Typhoon currently being reissued by Maquette.

For more information contact: Merv Hambling, 35 Rosebury Road, Suffield Park, Cromer, Norfolk. NR27 0BX



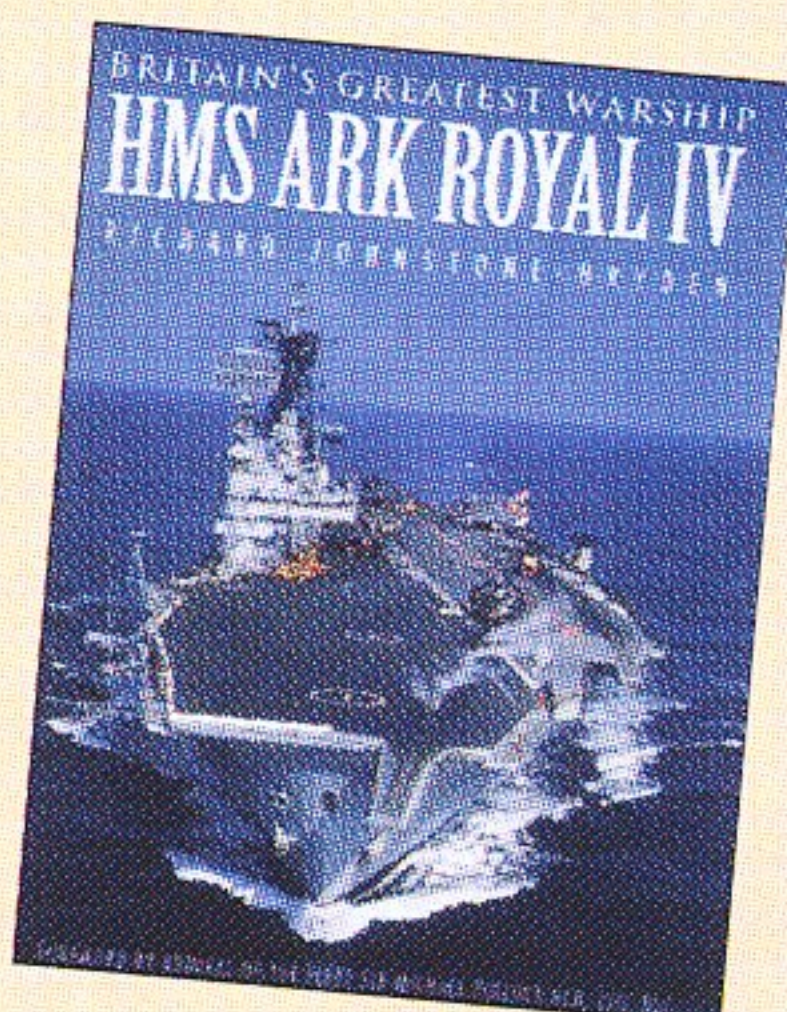
Sutton Publishing

The next title due from this publisher that may be of interest to aircraft modellers is 'Britain's Greatest Warship - HMS Ark Royal IV'.

This title was released on the 25th March and will be packed with a mass of high quality colour photographs that I am sure many Naval modellers will find of great interest.

For more information contact:

Sutton Publishing Ltd., Phoenix Mill, Thrupp, Stroud, Gloucestershire. GL5 2BU
Tel: 01453 731114 Fax: 01453 731117



Aviatsiya i Vremya

This Ukrainian aviation magazine offers a good selection of historical features each edition as well as big (A2) size scale plans.

The edition we have, to give you some idea of the contents, includes features on the Il-4 (with good interior photographs! and colour side views), the Sukhoi Su-24 (more colour side profiles), a nice little feature on early Russian aviation

including things like the Morane Saulnier Type I, a small piece on the An-2 and a brief 'canned-history' of the A-3 Skywarrior. The massive set of scale plans include a full set of 1/72nd ones (including cross sections and cutaways) of the Il-4 and DB-3, plus the A-3 Skywarrior (six versions and prototype!).

Copies can be obtained for £4.95 plus postage from The Aviation Bookshop (address elsewhere) and they also advise us that they have limited stocks of back issues as well.



Aéro Journal

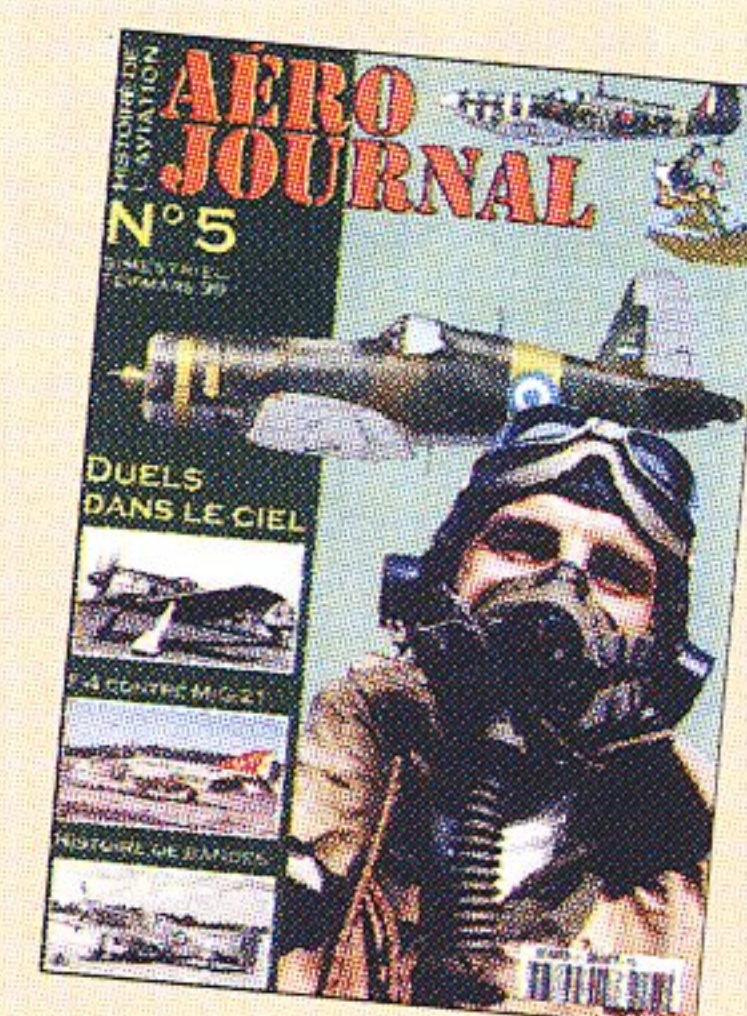
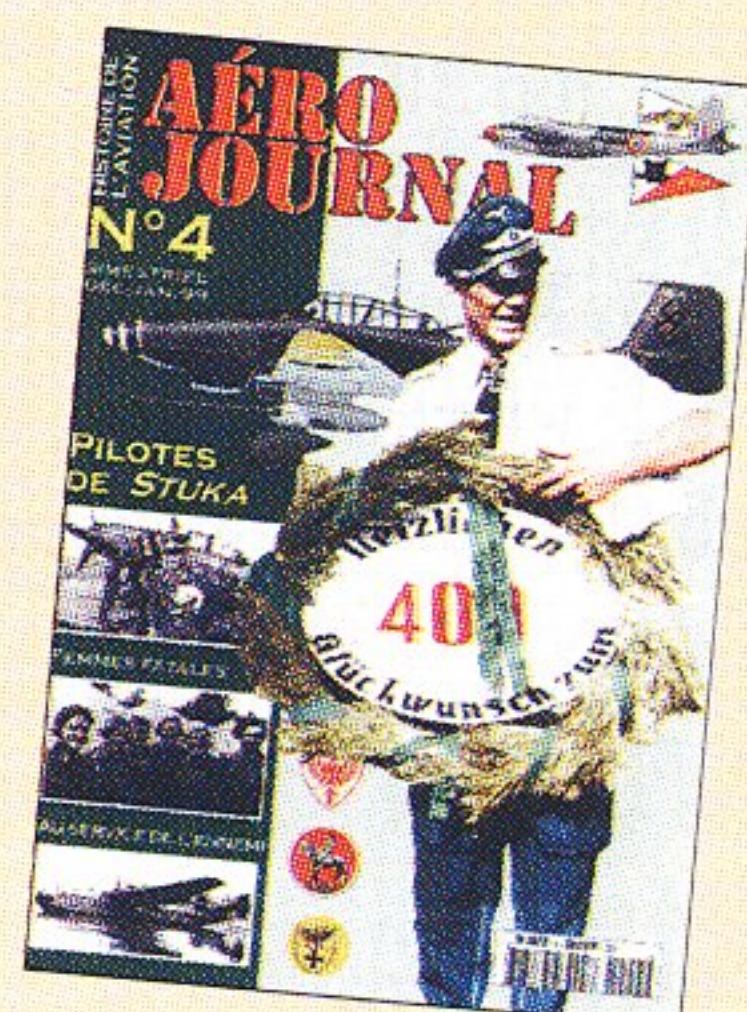
This is a relatively new publication from France that deals with all elements of aviation history. The title is bi-monthly and the last two editions (No. 4 & 5) have been passed to us by the UK source; Athena Books.

Issue 4 contains a lovely 16 page A5 size 'Aéro File' on the Arsenal VG.33, but the remainder of the main 64 pages of the magazine include features on Stuka pilots (with colour side views of 12 Ju 87s), the history of GC I/2 (15 colour side views), female pilots in the VVS, an interesting bit on airfields in France at the end of WWII and a look at captured French types operated by the Luftwaffe (six colour side views). The final item in this edition is a look at the life of 'Ace' Paddy Finucane.

Issue 5 has a feature on the 'mystery' of the last flight of Walter Oesau, the 'Football War' (5 good colour side views and a number of clear photographs), more on the history of GC I/2, a feature on Oswald Boelcke, the F-4 in Vietnam, a centre spread of some 16 colour side views of Reich Defence Luftwaffe fighters, Slovakian Air Force operations in WWII (four colour side views) and a nice feature on camouflage and markings which includes an interesting selection of colour artwork of various WWII aircraft.

This is a very good title, albeit all in French, and each bi-monthly edition can be obtained from Athena Books for £5.95. For more information contact them at:

34 Imperial Crescent, Town Moor, Doncaster, South Yorkshire. DN2 5BU
Tel: 01302 322913 Fax: 01302 730531



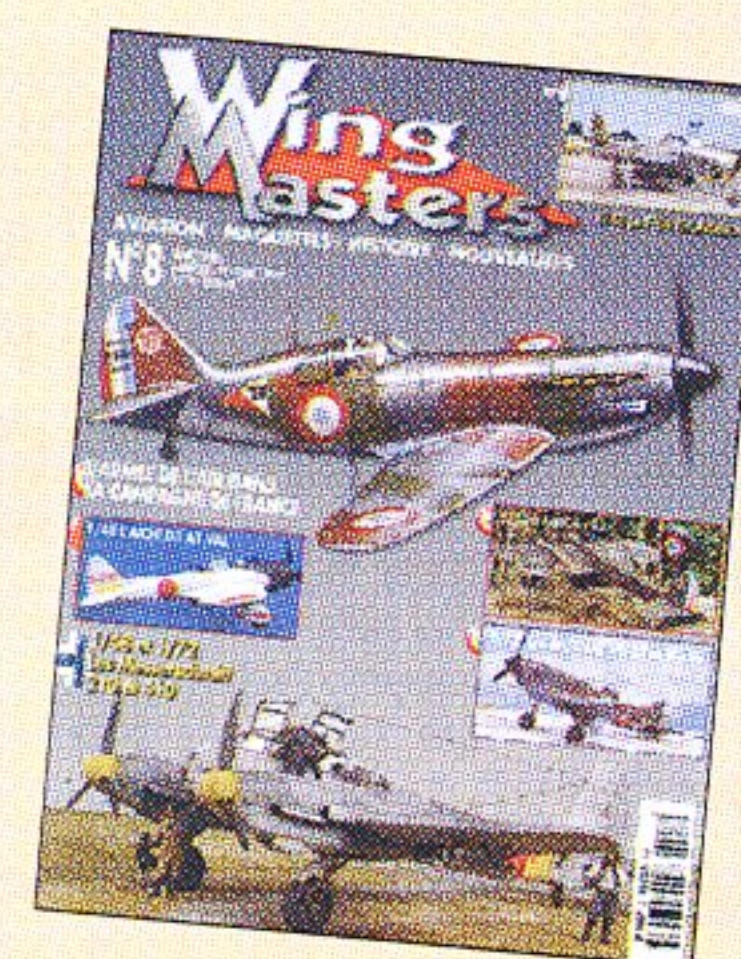
Wing Masters

This is another French title available bi-monthly via Athena Books. This title however is just about modelling (with just some historical features) and the most recent issue, No. 8, has been passed to us by Athena.

This title is certainly a quality product, being 84 pages,

full-colour and on high quality paper. The subjects covered in the edition include the Aichi D3A1 (Hasegawa 1/48th), Republic F-84 (Tamiya 1/48th), Arsenal VG 33 & 39 (Azur 1/72nd), Messerschmitt Me 210 (Italeri 1/72nd) and Me 410 (Revell® 1/48th) plus a neat diorama of a crashed Amiot 143 (Heller 1/72nd). The title also contains reviews of accessories and decals, plus books, and a selection of colour side views are usually included with one of the feature articles.

Overall a high quality product that, albeit once again all in French, can be obtained from Athena at £5.95 per issue.



Aero Fan

The latest edition in this popular Italian aviation magazine has been passed to us by the publishers.

This edition includes features on the Lohner flying boats made by Nieuport-Macchi, sales promotions in Sweden in 1940-3, an account of an escape from Rhodes in Cant Z.506 MM45467, the DC-7 in Italian airlines service and a very interesting feature entitled 'April 1945 - the last days of 1st Gruppo Caccia of the ANR'.

As always, the text is split into both Italian and English, with all photos also captioned in both languages. This edition is certainly full of some interesting stuff, especially all those nice close up shots of ANR aircraft at the end of WWII!

For more information on Aero Fan contact: Giorgio Apostolo Editore srl., Via Ampère 49, 20131 Milano, Italy.
Tel: 02 70600732 Fax: 02 2663854
Email: info@apostoloeditore.com

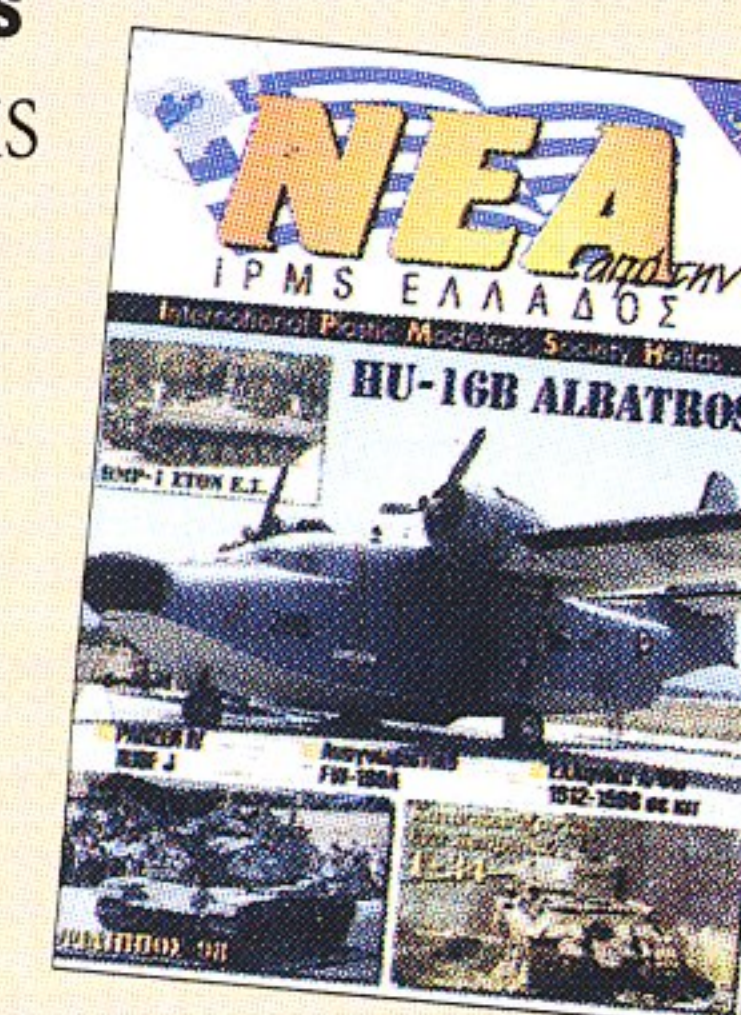


News Magazine - IPMS Hellas

This magazine is produced by IPMS Hella and is published quarterly. The title deals with all elements of military and civil subjects, but tends to specialise on Greek subjects as you would expect! The edition we have has a mix of armour and aircraft subjects, including the camera fit in the Fw 190, details of the Albatross HU-16 (including interior photographs) and a complete listing from 1912 to the present day of all aircraft types operated by the Greek Air Force and what models are available of each in most scales.

Subscriptions can be obtained for \$45 by bankers draft to 'IPMS Hellas' at:

P.O. Box 79167, 175 02 Amfithea, Athens, Greece.



Sopwith 1½ Strutter

1/72nd
SCALE



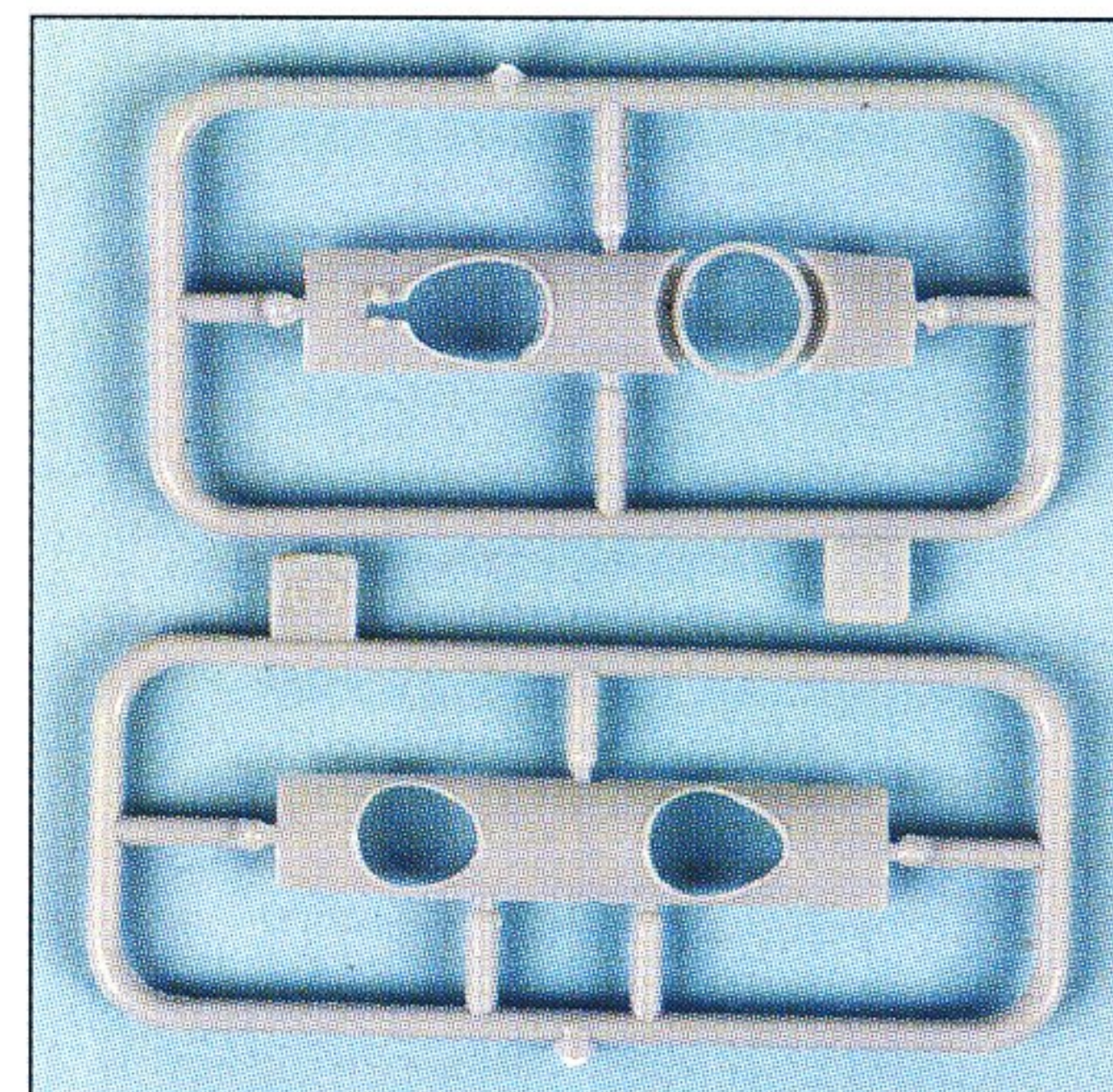
cowling are also supplied, although the instructions clearly show which ones apply to each option. The same applies to the two styles of propeller included in the kit and although the bombs are used in the two-seater, they are also included with the trainer (a useful item for your spares box!).

Decal Options

The trainer version comes with the

of No. 3 Wing, RNAS in September 1917
•4. An unnumbered machine flown by Voldemar Yakubovs on the Latgall Front in August 1919.

Once again the decal sheets includes



The two separate sprues containing the different styles of upper decking

Technical Data

Manufacturer: Toko
Scale: 1/72nd **Price:** £5.75
Type: Injection Moulded Plastic
Parts: Plastic 51
Decal Options: 4
Manufacturer: Toko, Experimental Industrial Technologies Plant JNT STK, Mashinobudivna 46, Kiev 252180, Ukraine
Tel: +38 044 458 05 02 or 05 00 or 05 03
Fax: +38 044 446 53 05
UK Importer: Pocketbond Ltd., PO Box 80, Welwyn, Herts. AL 6 0ND
Tel 01707 391509 Fax: 01707 327466

which go the two seats, rudder bars and control columns. The two fuselage halves feature good fabric effect and stitching, and there is even the framework included within the cockpit area. The lower wings seem to butt-join onto each side, as no locating pins or lugs are visible. This may lead to a weak

following three colour options;

- 1. N5220, a fighter rebuilt as a trainer and operated by the Leysdown Navigation School in 1918.
- 2. A5252, a trainer operated at Biggin Hill in the early 1920's.
- 3. An example operated at the Orenburg Soviet Military Pilot Training School in 1930.

all the individual and national insignia for each option and the decals are well printed and in register.

Each kit also includes a colour set of views for one of the options included on the back of the box. For the two-seater this is N5505, while the trainer is A5252.

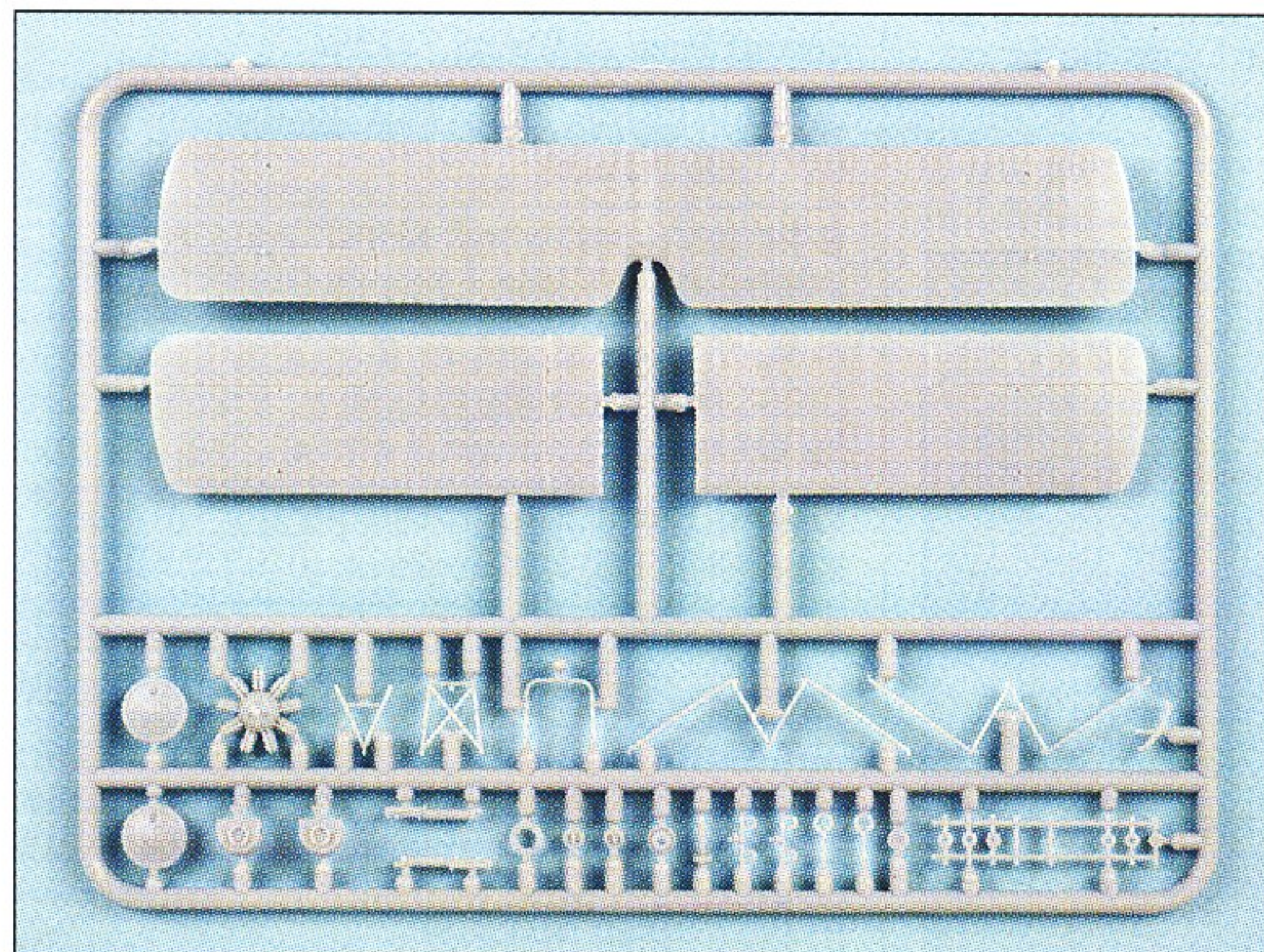
Conclusion

It certainly looks as if Toko will surpass

The Kit(s)

Many WWI modellers have been delighted by the range of kits being produced by Toko, and I am sure that the announcement of a series of Sopwith 1½ Strutter from them was music to many an ear. Three versions will be produced by Toko and we are very privileged to have pre-production versions of the first two from Pocketbond for evaluation.

The versions we have are the trainer (Kit No. 138) and the two-seater (Kit No. 118), the only differences being the upper fuselage decking and, of course, the markings. Each kit comes on two main sprues, with the decking included for each type on a separate small sprue. The trainer comes with both types of upper decking, as an armed and

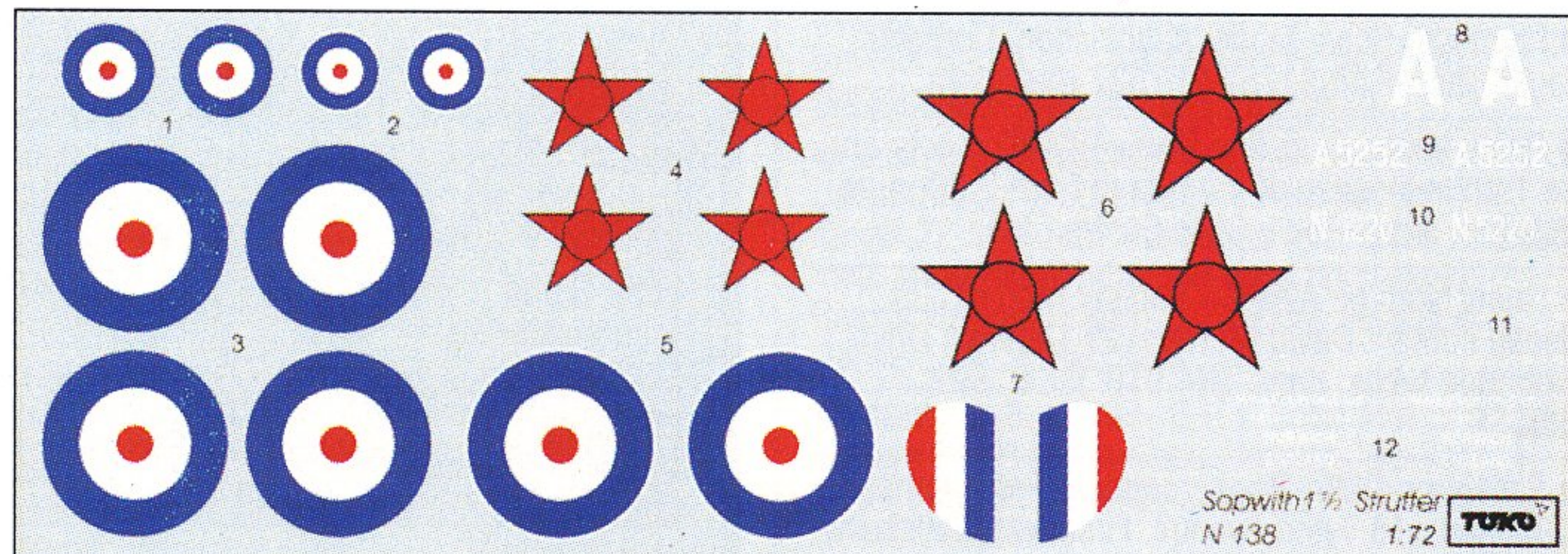


The main sprues common to all versions of the 1½ Strutter

join and I am sure many modellers will pin and glue this area. The '1½ struts' that gave the type its name are well moulded and the outer wing struts

The decals with this kit include all the national and unique markings for each option. They are well printed, matt, and have very little excess carrier film. The first option even includes the Mann

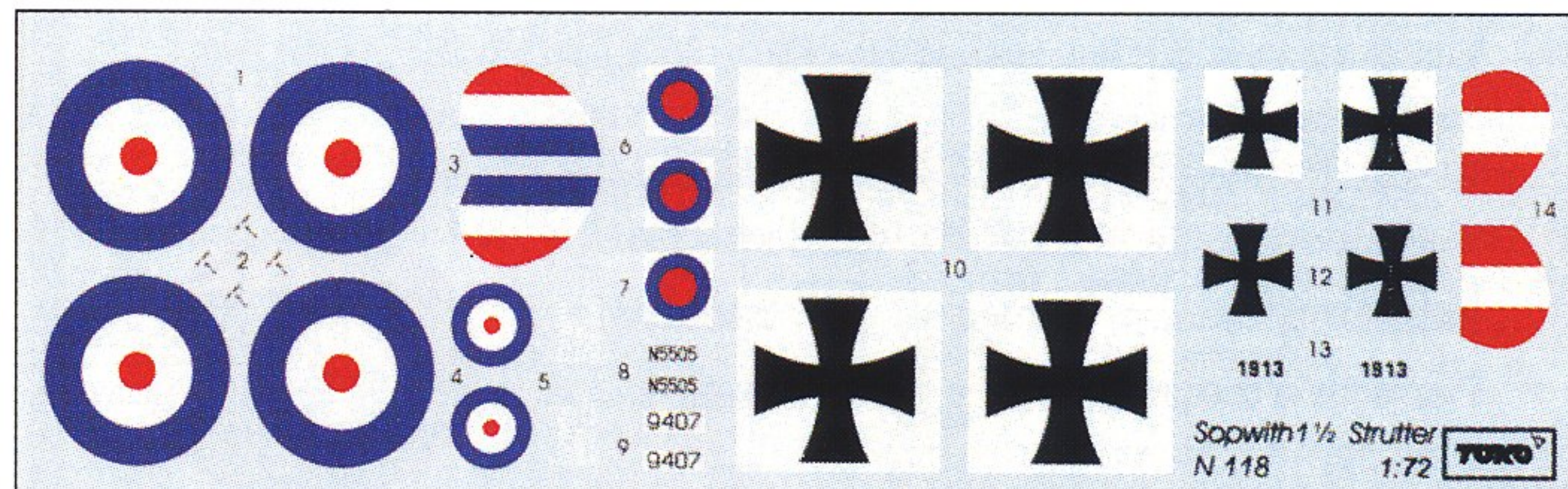
the existing Flashback (now Arthur) kits of this particular type and I am sure many WWI modellers will be wondering what lovely subjects Toko is going to tackle next. The answer is of course the



The decal sheet from the trainer version

unarmed option are offered on the decal sheet. The two-seater comes with the upper decking to take a Scarf ring and machine gun. The rotary engine is well proportioned and detailed, and looks as if it is designed to fit on a lug that will allow it to rotate. The cockpit interior is made up of a framework 'floor', onto

include the pitot tube on the starboard one. As already said the trainer version comes with both types of upper decking, as the model's three decal options either have the scarf ring without the gun, with it, or with the completely different style associated with the trainer version. With the two-seater version two styles of engine



The decal sheet from the two-seater version

Egerton manufacturer's logo for either side of the rear fuselage.

The two-seater version comes with the following four colour options;

- 1. N5505 of the RFC in 1917
- 2. '1913' an example captured and test flown by the Germans in 1917
- 3. 9407 flown by Lt. Raymond Collishaw

Hansa Brandenburg D.I, Nieuport 16c and Aviatik (Berg) D.I!

Our thanks to Pocketbond Ltd for allowing us to see these pre-production versions and by the time these words are read (end of March), production versions of these two kits should be available in the UK.

Model Clubs!

If you would like to attract more members to your club, why not let people know where and when you hold your meetings via this page. Just write or fax the details to the editorial address, there are no charges!

As a result of the demand for space in this section we regret that we have had to simplify each entry down to simple location and contact details.

● IPMS(UK) web site at www.users.globalnet.co.uk/~ipmsuk. Contact Sue Allen, 8 Oakwood Close, Stenson Fields, Derby. DE 24 3ET. E-Mail: <sue@ipmsuk.globalnet.co.uk>

● AAM/IPMS Portugal. Please contact Antonio Neves Santos - R. Prof. Camilo Oliverira, 86A - 4420 GONDOMAR or Tel: 02 4540525.

● The Aberdeen Modellers Society. Contact David Robertson, 27 Howes Drive, Aberdeen. Tel: 01224 690895.

● Abingdon IPMS. For information contact Tony Clements on 01235 522893.

● Aero Space & Vehicle Club Wombourne, Nr Wolverhampton. For details contact J. Van-Leerzem on 01384 278600.

● Avon IPMS. Contact Stephen Lucas on 01454 316439 or Richard Reynolds on 01249 658522.

● Bay Modellers Club, Bay of Plenty, New Zealand contact Peter Cook on (NZ) 07-575-6517 or Email FI-SH@extra.co.nz

● Banbury Scale Model Club. Contact Reg Gray on 01295 264875.

● Barnet IPMS. Contact Pete Stern (Secretary) on 0181 449 7854.

● IPMS Birmingham meets every Thursday at Centre 13 Community Centre, School Road, Moseley, Birmingham.

● Bradford IPMS. Contact Anthony Burrows at 4 Norwood Drive, Batley, West Yorkshire. WF17 0BN. Tel: 01924 478475.

● Brompton Scale Model Club (incorporating IPMS Brompton). Contact, Sam Bratby, 39 Ermine Way, Sawtry, Huntingdon, Cambs. PE17 5UQ. Tel: 01487 830689.

● Chelmsford Model Club. Has merged with the Essex Scale Model Society.

● The Clacton Branch of the IPMS. Contact Peter Terry on 01255 428653.

● IPMS Cleveland. Contact: Mike Burns on 01642 592357 or Gary Stevenson on 01642 490589.

● Coventry and Warwicks IPMS meet at Midland Air Museum Baginton Contact: Dave Eales for more info on 01926 313330 (phone and fax) or Email: eales.mob@aol.com.

● Derby and District Model Club. For information please contact Graham Price, 52 Bank Road, Matlock, Derbyshire. DE4 3GL.

● East Kent Model Club meets in Ramsgate. For details contact Stu Davies on 01843 867404.

● East Midlands Model Club. Contact Gordon Upton on 01455 230952 (day) or 01455 878722 (evenings).

● IPMS East Neuk Modelling Club (in North East Fife). Contact Brian Murray, Tel. 01334 655131 for details.

● Essex Scale Model Society (incorporating Chelmsford Model Club). Contact D. Ball on 01245 604552.

● Essex IPMS (incorporating Harlow Scale Model Club). For information please contact Mr. J. Bawden 01279 860730.

● "FAMAS" (pronounced "Famous") journal of the Frog & Airfix Model Aircraft Society. Contact: FAMAS, 35 Rosebery Road, Suffield Park, Cromer, Norfolk. NR27 0BX.

● IPMS Fenland/Spalding Model Group. Contact Peter Emms on 01775 767729.

● IPMS Provinces of France. The URL for IPMS Provinces of France changed to multimania.com/ipmspdf/index.htm

● Glasgow IPMS. Non-IPMS members welcome. Contact Bruce Smith on 0141 563 2098.

● Gloucester IPMS. Contact: Jeff Brown, 123 Pleasant Way, Beeches Park, Cirencester. GL7 1BJ. Tel: 01285 659254.

● Grantham Model Club. Contact John Tinkler on 01476 870816 or Craig Gardiner on 01476 401483.

● Guernsey Plastic Modellers Group. Contact Dave Nash, 7 Pierre Percee Villa, Prince Albert Road, St Peter Port, Guernsey. GY1 1EZ. Tel: 01481 728186.

● The Harrow Modelling Society. Contact Stewart on 0181 427 6858 or Roger on 0181 997 6051 for details.

● The Hornchurch branch of the IPMS. Contact K. Sparks, 8 Brockdish Ave, Barking, Essex. TG11 9DS.

● Isca Scale Plastic Model Club - East Devon. Contact Mr K.Sweeting 10, Old Barn Close, Stokecanon, Exeter, Devon. EX5 4AD.

● Keighley Plastic Model Society. Contact John on (01535) 665722 or Eddie on (01535) 671192.

● IPMS Kent. For details contact Jim Chapman, 77 Sutherland Avenue, Petts Wood, Kent. BR5 1QY. Tel: 01689 822669.

● IPMS Kingston (Canada). Contact Tony on 389 4878.

● Lincoln Model Club (IPMS Lincoln). For more information, contact Ian Crawford on 01522 533380.

● IPMS (Canada) London. Contact Kerry Traynor on 1-519-453-4818.

● Lordwood (Junior) Model Club is meeting every Saturday between 4.15 and 6.15pm at the Lordwood Public Library, Kestrel Road, Lordwood, Chatham, Kent. ME5 8TH. The club supplies basic modelling materials and equipment and is sponsored by REVELL (GB), so why not go along and have a look. For more details contact Mr D. Jadoul on 01634 841504.

● Lothian Modellers Club and Edinburgh IPMS. For details contact Ian Hanratty on 0131 665 4087.

● Maritzburg Modellers Club, South Africa. Contact Andy Williams 0331-961-850 or Alan Farre 0332 306446.

● Medway Modelling Club, Gillingham, Kent. Contact Harry Greenwood, 01634-829531 or Alan Starkey, 01474-357064.

● Mildenhall Plastic Model Club. For information contact Peter on 01638 742354.

● Milton Keynes Model Club. Contact Phil Smith on 01908 505988.

● Norfolk Scale Aircraft Model Group. For information call John Turner on 01603 890595.

● North Essex Modellers. Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842694 for details.

● North Somerset Modellers Society. For more information ring Fred Tooke on (01934) 416798.

● North Staffs Model Club. Contact Stefan on 01782 618181 or Phil on 01782 544612 for details.

● North Wales Modelling Club. Those wishing to form a scale modelling club in North Wales please contact Justin Gorka on 01492 532101 (day) or 01492 543590 (evenings).

● Norwich Scale Model Group. For more information please contact John Turner on 01603 890595.

● Nottingham and District IPMS. Contact James Downham, 17 Quantock Close, Nottingham, NG5 9QA or Tel: 0115 2696799

● Greater Peterborough Model Club. For details ring Jim Sylvester on 01733 571728.

● Plymouth Scale Model Association. Contact Roger Haskell on 01752 267527 after 6pm.

● Poole Viking Club (Inc Dorset IPMS) meets on the 1st Wednesday of the month from 7.30pm to 10.30pm at the Poole Civic Centre Club.

● Robertsbridge Aviation Society Model Club. Please contact David Morrice, 27 Derwent Drive, Tunbridge Wells, Kent. TN4 9TB Tel: 01892 520856

● Salisbury IPMS. Please contact: Peter James, 'Lithlorien', 18 Ilyton Avenue, Firsdown, Salisbury, Wilts, SP5 1SH. Tel 01980 862403.

● Shropshire Scale Modellers (IPMS Telford). Contact Gary Stevens, 8 Whitemere Road, Shrewsbury. SY1 3BT.

● IPMS South East London please ring Paul Brack on 0181 650 6504 or Alan Partington on 0181 697 6929.

● Southend-on-Sea Model Club (South East Essex IPMS). Contact Dean on 01702 603031.

● South London Scale Model Club. For details please ring Eric on 0181 685 9110.

● Stafford IPMS Model Club. For information contact: Terry Campion, 3 Leedhams Croft, Walton-on-Trent, Swadlincote, Derbyshire. DE12. Tel: 01283 713602.

● Stirling & District Modellers Society SAE for programme to W.Wood, 37 Woodlands, Sauchie, Clacks. FK10 3PJ. Tel: 01259 722428.

● Sunderland Scale Model Club meets in Fulwell, Sunderland. Contact Peter Hall 0191 513 0489 or David Dykes 0191 548 7777.

● Sussex Model Group. For information please contact 01403 782638.

● Sutton Coldfield Model Makers' Society For more information contact Robert Day, 'Ashgrove', Didgley Lane, Fillongley, Coventry. CV7 8DQ. Tel: 01676 540469.

● Tayside Modelling Society. Details from Keith Herd, 38 Ashgrove, Perth. Tel 01738 629555 (Sorry no under 16's).

● Thurrock Scale Model Club. For more information please contact John Davies on 01375 406895 or Steve Moore on 0708 853139.

● IPMS Toronto (Canada). Contact IPMS Toronto, 3219 Yonge St., Suite 334, Toronto, Ontario, M4N 2L3, Canada.

● Wallingford (IPMS). If you would like to know more contact Paul Dean on 01844 215360, or Geoff Wakenham on 01491 833471.

● Warrington IPMS. For details contact Dave Foxall on 01925 825619.

● Watford Scale Model Club. For more information call Nigel Foster on 01582 667210.

● West Middlesex IPMS. Contact Les Clancy on 01784 465191 or Tony Horten on 0181 384 3840 for details.

● York & District Plastic Models Society. Contact Chris on 01430 873408 or Joel on 01904 766895.

Special Interest Groups (SIGs)

● Nightgill. A new SIG for all those interested in Nightfighters. For more information contact Anthony Oliver on 01228 529297 after 6pm.

● IPMS Gulf War SIG. Contact G Madgwick, 9 Hedgehill Road, East Challow, Wantage, Oxon. OX12 9SD. Tel: 01235 769746. Email: gary@patrol.i-way.co.uk

● Wings 'n' Wires. IPMS World War I Aircraft SIG. Contact Alan Crow, 55 Morven Lea, Blaydon, Tyne & Wear. NE21 4EY.

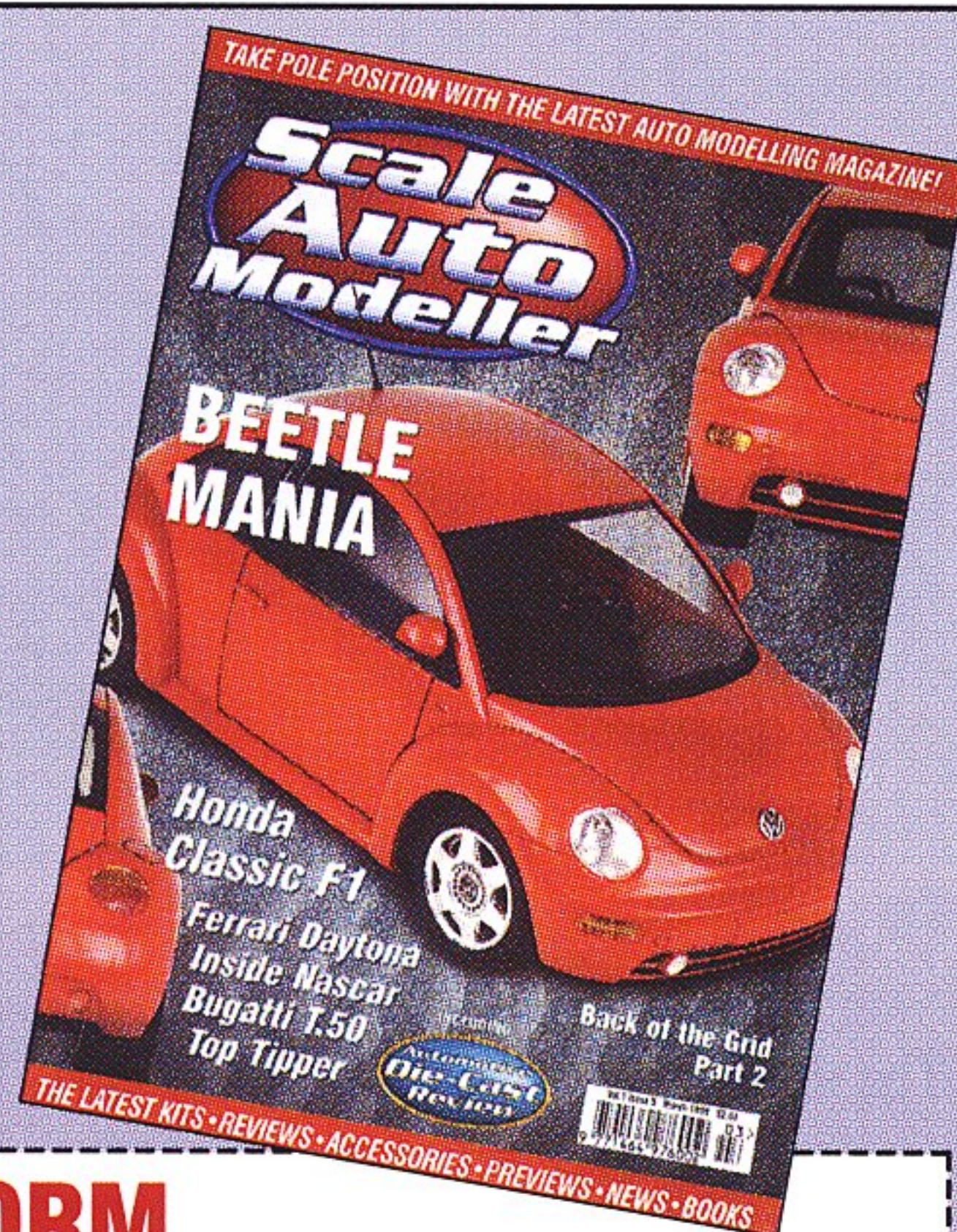
● Helicopter Modellers - interested in a quarterly newsletter produced by like minded enthusiasts? For more details contact: Pete Tasker, 22 Brookfield, Haslington, Crewe. CW1 5WE.

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SAMI-5-4

Events

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

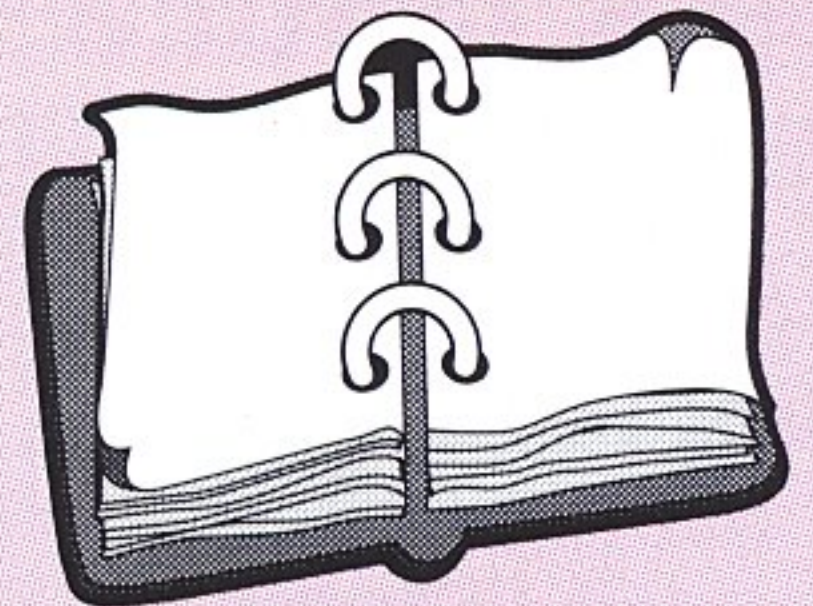
- 10th April Sword and Lance '99. The event consists of model and military displays. Open 10.30am to 4.30pm at The Arts Centre, Vane Terrace, Darlington. For details contact: C. Holmes, 127 Dinsdale Crescent, Darlington, Co. Durham, DL1 1EZ or Tel: 01325 489801.
- April 11th. Mildenhall Model Club, 2nd Annual Bring and Buy/kit swap at the A.Y.A. Centre on the A1101 at Beck Row adjacent to RAF Mildenhall. Contact Jeff Hickford on 01638 714676 for details.
- April 17th Mid-Carolina/IPMS & IPMS/Gamecocks 1999 contest at SC Nat'l Guard Armory, 3528 Platt Springs Road, Springdale/West Columbia, SC. For more info. call Monty Tuck on (803)359-5853, Tim Darrah (803)469-7605 or Hub Plott (803)808-6207.
- 17th April, Poole Viking Model Club Annual Show. At Bournemouth University Talbot Campus, Fern Barrow, Poole. For more information contact Mr J. Bothamley on 01202 527723.
- April 18th. Modelmania 99 presented by Wirral IPMS at Leasowe Castle Hotel, Moreton. Doors open at 10am
- April 18th. Barnet Model Show at GEC Elliott Sports Centre, Rowley Lane, Borehamwood, Herts. Free Parking. 10am to 5pm.
- April 23, 24 and 25th. A.M.T. 99. International Modelling Championship will be at Torrent Auditorium, near Valencia, Spain. For more information (including hotel's special offer) contact Fax: 96 38 65 737 or write to Gustavo Gonzalez Garcia, C/Pedro Aleixandre 35-6, 46006 Valencia, Spain.
- 24th/25th April 1999 Scottish National Modelling Championships 1999 at Albert Halls. Dumbarton Road, Stirling. Open 10am to 5pm Sat/Sun. Adults £2. Children and OAPs £1. Family (2+2) £5. For

- more details of the competition contact William Wood, 37 Woodlands, Sauchie, Clacks. FK10 3PJ. Tel: 01259 722428 or Mike Mitchell, 16 the Knowe, Sauchie, Clacks. FK10 3EP. Tel: 01259 212622.
- April 25th. East Midlands Model Show '99 at Hincley Leisure Centre, Hincley, Leics. Open 10am to 4.30pm. Full open comp contact Gordon Upton - 01455 230952 during shop hours or visit our web site at www.modelspot.com/show99/99.htm
- April 30th and May 1st. IPMS-USA Region 1 Convention. "Noreastcon '99". Presented by IPMS Niagara Frontier Chapter at the Clarion Hotel, Third & Old Falls Blvd, Niagara Falls, New York, USA. Write to Dick Schulenburg, 18 Adams st., Silver Creek, NY 14136 USA or call 716-934-2161 after 7pm EST or email schull8@netsync.net.
- 7th/8th May 1999. Beskyd Model Kit Show '99. House of Culture, Koprivnice, Czech Republic. Competition and Contest Secretariate: Mr Richard Králík and Mr Jan Stedry, Stefanikova 1155, 742 21 Koprivnice, Czech Republic.
- May 8th/9th. The 24th Sandown Model Symposium in association with Elmbridge Model Club at Sandown Park Exhibition Centre, Sandown Park Racecourse, Esher, Surrey. 9.30am-6.00pm.
- May 23rd. Midland Expo '99 at Leasowes Leisure Centre, Kent Road, Halesowen nr. Birmingham from 10am to 5pm. For more info. contact D Jeffery (0121 550 7184) or C Greville (0121 360 4905).
- May 29th Torbay Military Modelling Society Annual Exhibition.at Torquay Town Hall, Torquay, South Devon. Open 10am to 5pm. Admission Adults: £1, Children under 16 and OAPs: 50p.
- May 29-30th. Squadron Scalefest '99. (IPMS North Central Texas). Contest, vendors, open house. At the Exhibit Hall, Rodeo Center, 1818 Rodeo Drive, Mesquite, Texas USA. For more information send an SSAE to ; Squadron Scalefest '99, PO Box 180778, Dallas, Texas 75218-0778 or e-mail jccooke@onramp.net or www.ipmsnct.org.
- 5th June. North West Scale Modellers Model Show '99. Hosted by the Seattle Museum of Flight. 10am to 4.30pm. For further details contact Steve Holmes 1-425-353-6998 or Bill Johnson 1-425-257-3284.
- Salisbury Model Club Show will be held on June 5th at the Hall of Wyvern College, in Laverstock,

- Salisbury Wilts. Contact the Show Manager at 13 Park Street, Salisbury, SP1 3AT. Tel:01722 327498/Fax:01722 501518. e-mail - d.lane@dial.pipex.com.
- IPMS Avon. The 10th Anniversary IPMS Model Show will be held on Sunday 15th August at The Pavilion, Bath. Further details from Stephen Lucas on 01454 316439.
- August 29th Northern Model Expo. Bolton School Exhibition Centre, Chorley New Road, Bolton. Open 10am to 5pm.For details contact: Ray Ashworth (01204 669770), Dave Vickers (01253 822319).
- September 4th. IPMS Brampton Model Show 1999 will be held at the Corn Exchange, St. Ives, Cambs from 9 until 5. Enquiries to Phil Cater on umch@globalnet.co.uk or to Sam Bratby on 01487 830689.
- September 5th. AeroSpace & Vehicle Club Model Show at The Community Centre, Church Rd, Wombourne, West Midlands. Just off the A449. For details send SSAE contact J. Van Leerzem, 163 Bells lane, Stourbridge, West Midlands. DY8 5DS.
- IPMS Cleveland Model Show will be on the 11th September 1999 at the Priory Social Club, Maryton Road, Acklam, Middlesbrough. Doors open at 10am and admission will be £1 for adults with OAPS and children under 14 free.
- Chiltern Scale Model Club will be holding a model show at the Mosquito Museum, Salisbury Hall, London Colney, Herts. The provisional date is 12th September, for further details please contact the show co-ordinator, Chris Russell, 55 Stagsden Road, Bromham, Beds. MK43 8PY.
- IPMS (UK) Leicestershire Branch presents the 1999 Friendly Model Show at Broughton Astley Village Hall on Sunday 12th September 1999. Open 12am to 5pm. Adult admission £1.50, Juniors (16 and under) free when accompanied by an adult. Contact: 01455 284600 or 01455 284305.
- 12th September. Sunderland Scale Model Club Model Show at the Nissan Social Club and Sports Hall, Washington Nr Sunderland. 10am to 4pm. For more Information contact 0191 5130489, 0191 548 7777, 0191 548 0744 or 0191 416 5742
- October 16th to 21st. Midlands Model Engineering Exhibition at the International Exhibition Centre, Donington Park, near Derby.

- Has anyone got an incomplete kit of the 1/32nd Aerodynamix Buccaneer that they are willing to sell to allow completion of my own. Ring Rob 01249 443270 eves.
 - Squadaudron-Signal 'Strangers in a strange land: Part 1', 'Mc 202 in Action', 'Armor in Korea' Monogram 'Me 109 in Italian Service'. Close up 16 'Bf 109K'. Barry, 59 Kenyon St. Nenagh, Co. Tipperary, Ireland or Gleesonaccts@tinet.ie.
 - Matchbox Plastic Kitset catalogues 1985, 1991, 1993, 1995 and 1996 plus any Matchbox Kitset catalogues in non-english language. Steven Brtown, Bisham Abbey, Bisham Nr Marlow, Bucks. SL7 1RT. England.
 - 1/32nd scale Revell MiG-29A and 1/32nd S.2B Buccaneer by Aerodynamics will consider built, but prefer unbuilt kits. Excellent prices paid. Contact A. Valentine, 3, Peris, Acrefair, Wrexham, LL14 3LE. Tel: 01978 823905 weekdays before 3am.
 - Squadron Signal 'In Action' 1144 (A-20). Also books on French and Dutch aircraft between 1936-1942. Mail order companies only. Marc Stephen, 28 Craigton Crescent, Lumphanan, Aberdeenshire, AB31 4TH.
 - AeroMaster decal sheet 48-093, Israeli F-16C/D. Contact R. Anderson, Box 8909, Saudi Aramco, Dhahran 31311, Saudi Arabia. e-mail: andersrx@aramco.com.sa.
 - Scale Models International ran a series of articles on the MiG-21 in 1988 or 1989, and I no longer have my copies, so if there is anyone out there who is willing to sell the magazines to me, or to copy the articles it would be much appreciated. Offers in writing to Mark Attrill via the Editor at the editorial address.
- Penfriends**
- I would like to correspond with people of any part of the world about military aviation and aircraft modelling. Contact José Augusto Barroso de Brito, Rua Brito Limpo s/nº Barcelinhos, 4750 Barcelos, Portugal, Europe.
 - Wanted UK/Europe and US modellers for exchanges of aviation related material and information. Contact Marek Krzeminski, ul. Pstrowskiego 17/40, 10-601 Olsztyn, Poland.
 - I'm looking to correspond with French modellers who can help me with camouflage and insignia for French aviation in Algeria and Indochina. Please Contact Daniele Lamberti, Via Gasparini 11/1, 24125 Bergamo, Italy.
- Information
- Help! Pics/Docs and drawings of OS2U Kingfisher and DH Hornet (especially cockpit engines and landing gear) wanted. Please contact Philippe Thibaut, Rue Dekoster, 159 B1140, Brussels.

Events Diary at a Glance



1999

- April 10th ● Darlington Military Modelling Society presents Sword and Lance '99
- April 11th ● Mildenhall Model Club, 2nd Annual Bring and Buy/kit swap
- April 17th ● Mid-Carolina/IPMS & IPMS/Gamecocks 1999 contest
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- April 24th/25th ● 1999 Scottish National Modelling Championships 1999 at Albert Halls. Dumbarton Road, Stirling
- April 25th ● East Midlands Model Show '99 at Hincley
- April 30th and May 1st ● IPMS-USA Region 1 Convention. "Noreastcon '99"
- May 7th/8th ● Beskyd Model Kit Show '99. Koprivnice, Czech Republic
- May 8th/9th ● The 24th Sandown Model Symposium, Surrey
- May 23rd ● Midland Expo 1999 at Halesowen near Birmingham
- May 29th ● Torbay Military Modelling Society Annual Exhibition
- May 29-30th ● Squadron Scalefest '99. (IPMS North Central Texas)
- June 5th ● North West Scale Modellers Model Show '99 USA
- June 5th ● Salisbury Model Club Show
- July 4th ● A Fort Full Of Models at Newhaven Fort, Newhaven, East Sussex
- August 15th ● The IPMS Avon 10th Anniversary IPMS Model Show
- August 29th ● Northern Model Expo. Bolton School Exhibition Centre
- September 4th ● IPMS Brampton Model Show 1999
- September 5th ● AeroSpace & Vehicle Club Model Show at Wombourne, West Midlands
- September 11th ● IPMS Cleveland Model Show
- September 12th ● Chiltern Scale Model show
- September 12th ● The IPMS Leicestershire Friendly Model Show
- September 12th ● Sunderland Scale Model Club Model Show
- October 16th to 21st ● Midlands Model Engineering Exhibition

- Does anyone have any good cockpit photos or drawings of the following aircraft that I could borrow for copyiong. S.2B Buccaneer, Jaguar GR.1A Bae Hawk T.1A or Mirage 2000c. All costs covered. Please contact A. Valentine, 3 Peris, Acrefair, Wrexham. LL14 3LE. Tel: 01978 823905 weekdays before 3pm.
- Would the person who entered the black 1/32nd Hawk T.1A by ID Models at last years '98 IPMS Nationals please be good enough to contact me about how it was built. Please contact A. Valentine, 3 Peris, Acrefair, Wrexham. LL14 3LE. Tel: 01978 823905 weekdays before 3pm.

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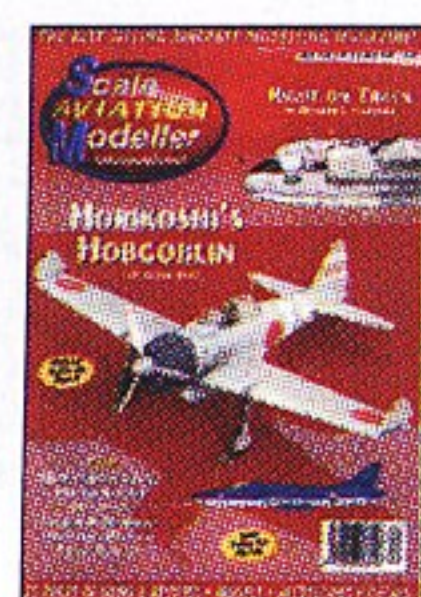
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- AeroMaster 1/48 decal sheet No.48-043 (BOAC only) Mosquito. Contact Tony Walsh, 14 Langdale, Singleton, Ashford, Kent. TN23 4YZ. 01233 664397
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- L'aviation Francaise en Indochine, 1946-1954 by Jean- Claude Soumile. Please send card with price to Charles Euripides, 4508 Willow Croft Ct. Charlotte, NC 28226. USA.
- 'The Messerschmitt Bf 109 in Italian Service 1943-1945' by D'Amico & Valentini, reasonable price paid. Also any other information, articles, photos etc of Luftwaffe Allies use of and/or Luftwaffe loaned aircraft. Please contact Chris Royston, 208 Shawfield Road, Ash, Aldershot, Hants. GU12 6SQ.
- Can anyone spare the Cambodian markings included in the Carpena decal sheet No. CA7244 for Exotic MiG-17s? Marco Zenati, Via Gasparini 11/1, 24125 Bergamo, Italy.
- Illustrated Encyclopedia of Aircraft. Contact 01386 860513.

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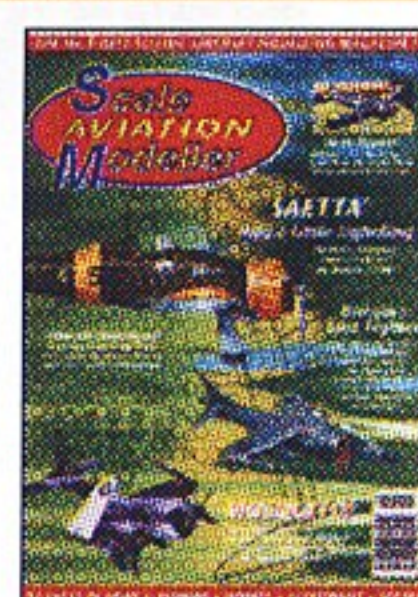
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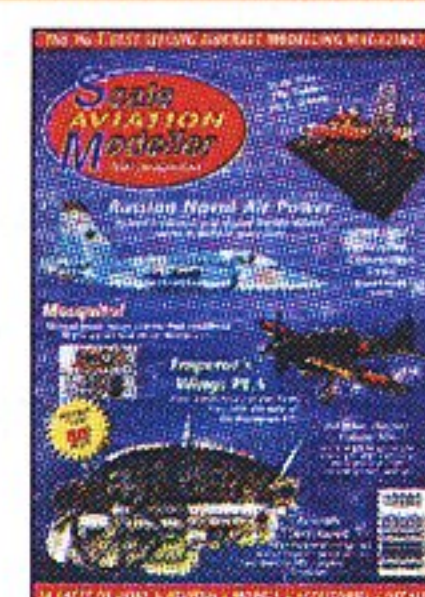
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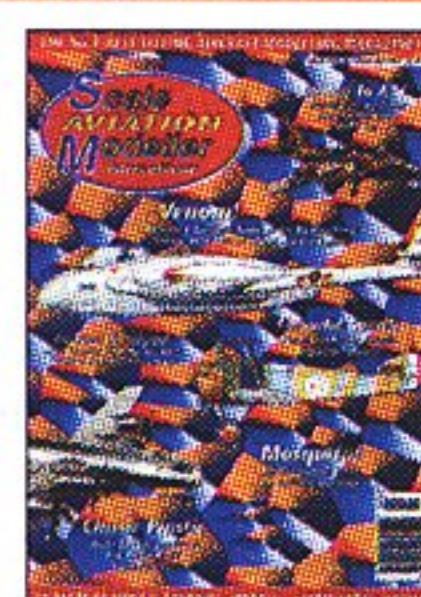
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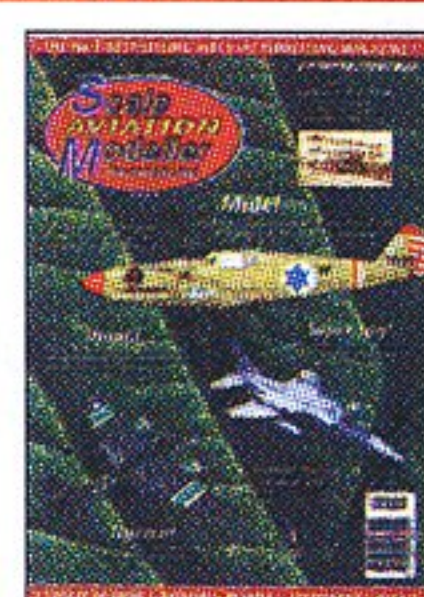
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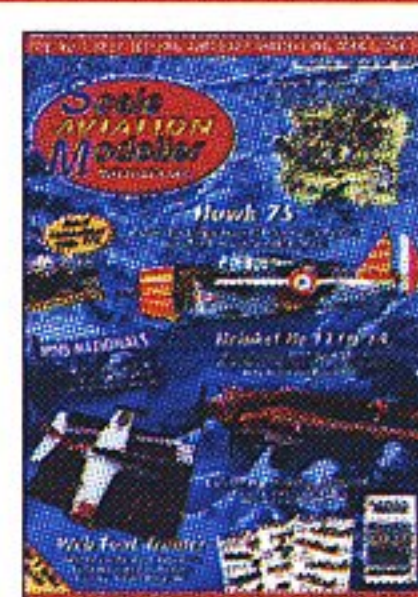
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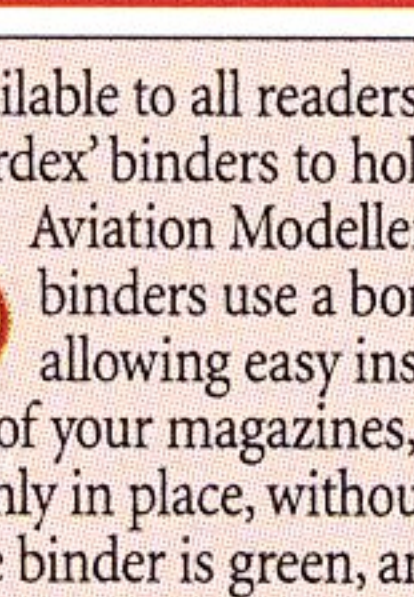
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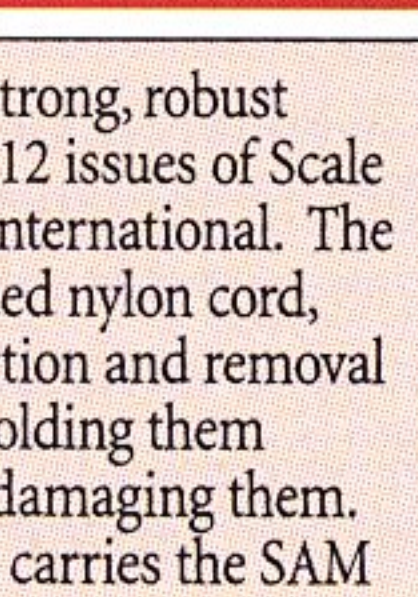
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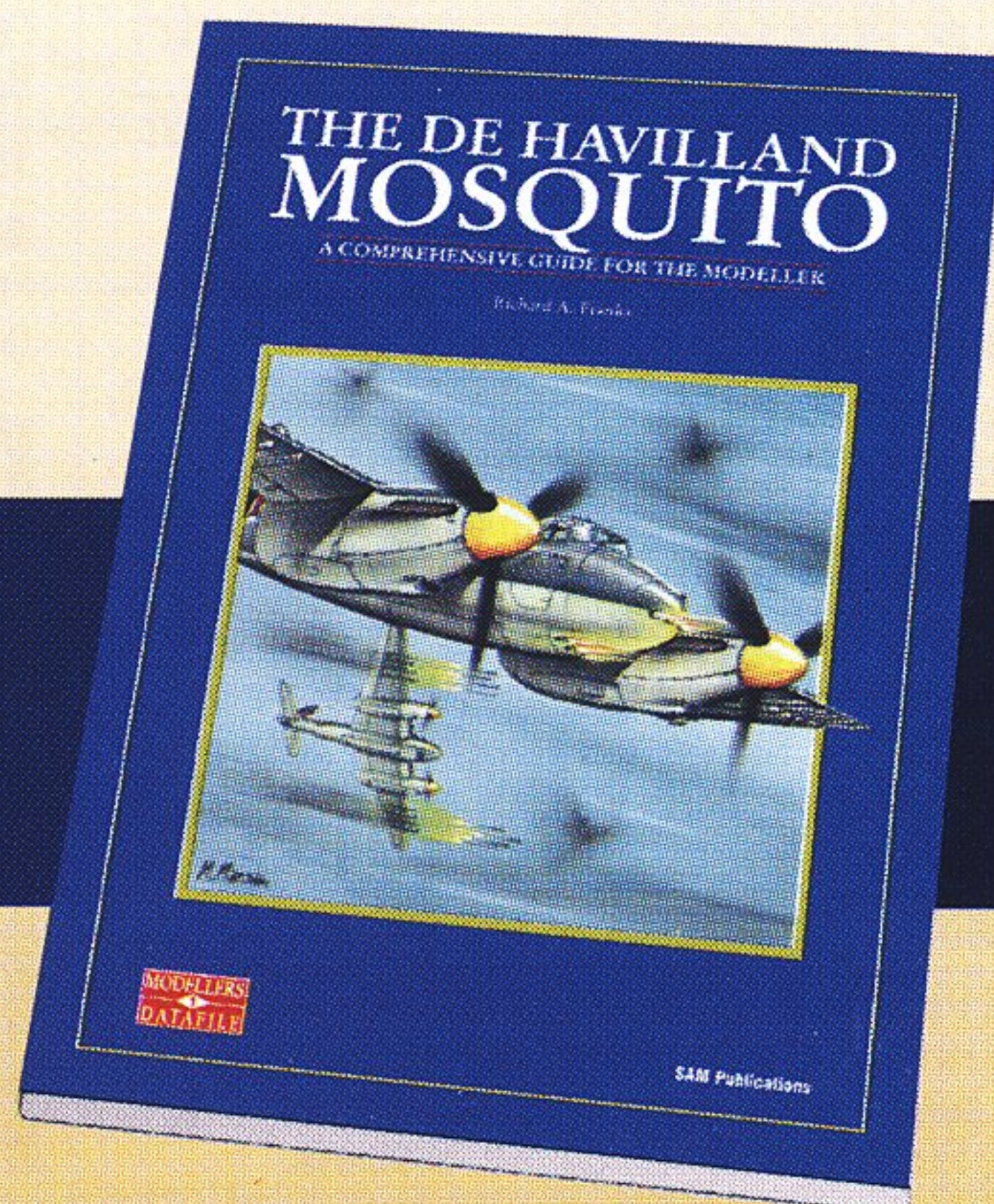
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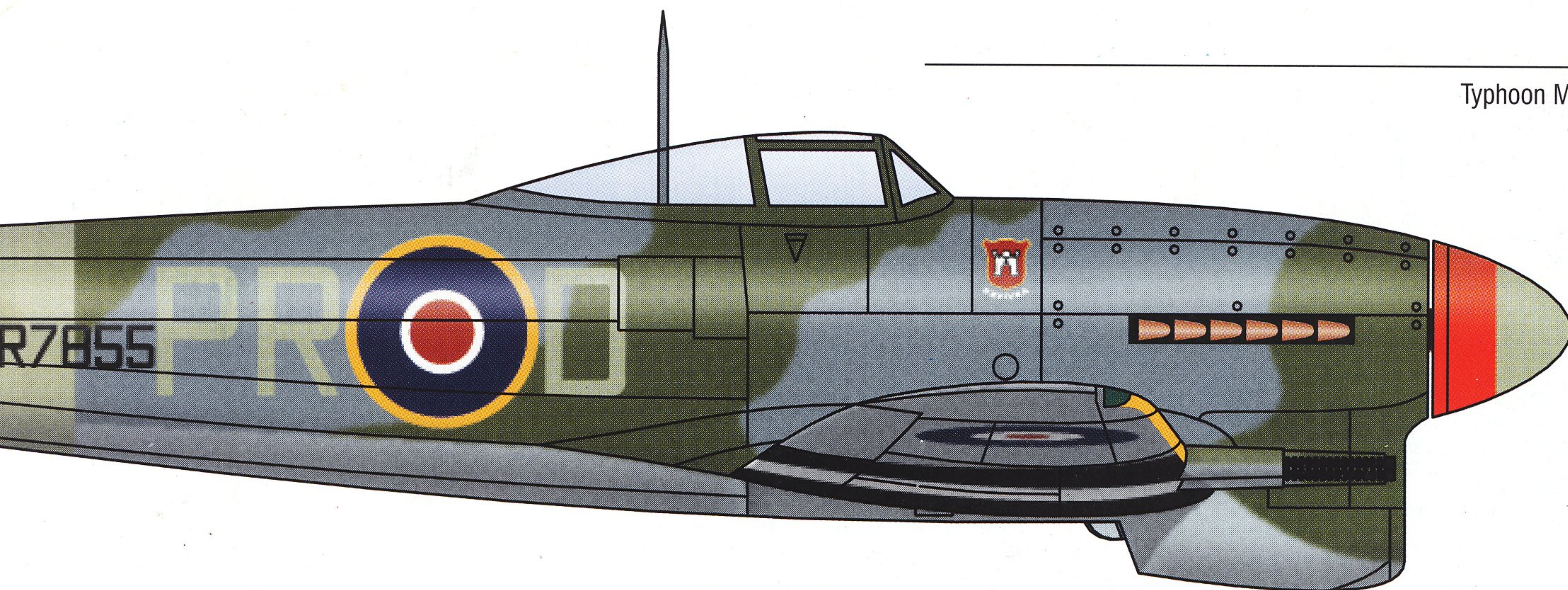
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